



## Public Disclosure Redaction Log

### Unmanned Aircraft PDR #2012- 2332

#### Records Redacted

Document Description	Exemption	Explanation
Draft Policy 4 pages withheld	RCW 42.56.280	Record contains preliminary drafts, notes, recommendations and intra-agency memorandums in which opinions are expressed or policies formulated or recommended.
Draft Operation Manual 13 pages withheld	RCW 42.56.280	Record contains preliminary drafts, notes, recommendations and intra-agency memorandums in which opinions are expressed or policies formulated or recommended.
Draft Handout Flyer 1 page withheld	RCW 42.56.280	Record contains preliminary drafts, notes, recommendations and intra-agency memorandums in which opinions are expressed or policies formulated or recommended.
Project UAS Redacted - Radio Frequencies	RCW 42.56.050	Record includes information non-disclosure of which is essential to effective law enforcement.
Travel Request and Approval Form	RCW 42.56.230(2) Tacoma Public Library v. Woessner 90 Wn.App. 205, 219, 951 P.2d 357 (1998)	Records contains information which could violate an individual's right to privacy, and could be used for identity theft, fraud and other criminal activity.
Redacted - Employee Number		
Statewide Grant Proposal- Enhance Preparedness 14 pages withheld	RCW 42.56.240(1), RCW 43.43.856, RCW 42.56.420(1)	Records contains information essential to effective law enforcement, or information is assembled, prepared, or maintained to prevent, mitigate, or respond to criminal terrorist acts.

If you believe that the information furnished has been incorrectly redacted, you may file a written appeal with the Chief of Police within ten(10) business days from the date of receipt. Please include your name and address, a copy of the redacted document and a copy of this letter together with a brief statement identifying the basis of the appeal. Please mail or deliver your appeal to:

Chief of Police  
610 Fifth Avenue  
P.O. Box 34986  
Seattle, WA. 98124

Response to Public Disclosure Request prepared by:

Phone: (206) 684-5481

Alyne R. Hansen  
Supervisor  
Public Request Unit

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Friday, January 14, 2011 9:56 AM  
**To:** sheila@wingsaloft.com; tbarrans@wingsaloft.com  
**Cc:** Britt, James  
**Subject:** SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
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Thank you very much,  
Officer Omelanchuk  
[omelanr@seattle.gov](mailto:omelanr@seattle.gov)

p.s. I am at home today but I will check my work email occasionally.

## Omelanchuk, Reuben

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**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Friday, January 14, 2011 1:16 PM  
**To:** Omelanchuk, Reuben; Sheila Van Deinse  
**Cc:** Britt, James  
**Subject:** SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
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We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00



## Omelanchuk, Reuben

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**From:** Omelanchuk, Reuben  
**Sent:** Friday, January 21, 2011 6:19 AM  
**To:** Sheila Van Deinse  
**Cc:** Britt, James  
**Subject:** RE: SPD Private Pilots Training

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## **Omelanchuk, Reuben**

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**From:** Sheila Van Deinse [svandeinse@wingsaloft.com]  
**Sent:** Friday, January 21, 2011 5:48 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
**Subject:** RE: SPD Private Pilots Training  
**Attachments:** Officer Omelanchuk Private Ground School.pdf

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

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## **Omelanchuk, Reuben**

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, January 24, 2011 6:28 AM  
**To:** Sheila Van Deinse  
**Subject:** RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

Is the following possible?

3 students @ \$395 ea.

1 student @ \$200 ea.

4 Jeppesen Kits @ \$216.81 ea.

Charts @ \$19.71 ea.

Total for 4 students = \$2331.08

Here are my thoughts:

- The FAA exams will have to be on a separate purchase order although we would use your facilities to take it as you are a certified exam center.
- The one flight is probably not going to be necessary as we won't be actually piloting an aircraft other than from the ground (UAV).
- And unless we can get by w/o purchasing the charts, since we aren't going to be flying near an airport (our COA is going to restrict us significantly from an airport) we'll get them.

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## Omelanchuk, Reuben

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**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Monday, January 24, 2011 12:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee  
**Subject:** SPD Private Pilots Training

Officer Omelanchuk,

I am pleased to hear that we are about to get this done. I would like to make sure your expectations for the class are met. I have noticed that you intend to use this ground school to fulfill requirements to fly UAV's. I have also spoken with the local pilot examiner about a conversation you had and he said that maybe they were rotorcraft UAV's. The first question I have concerns the written exam you will be taking. Which written is required? Private Airplane or Private Rotorcraft?

Do you desire us to teach our ground school exactly as we normally do or tailor it to your mission? For instance, lesson number one teaches about all of the components of an airplane. Would you like us to modify this to talk about UAV's instead?

As for the price of the ground school, I can assure you that we have discounted it as much as possible. Someone had sent a quote with the discounted rate of \$395 based on the fact that you had 4 students. I discounted the rate of the 4th student initially assuming full price for the other three. The truth is that we cannot discount the first 3 students and then also heavily discount the fourth student. We simply cancel the school altogether on months when we cannot get three full paying students. Our costs start to make it prohibitive. I hope you understand.

Also, the charts are of the Seattle area and are not airport specific charts. They show airspace that is controlled by different agencies. They are quite relevant to our course objective.

So I have the price as follows:

3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

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Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

## Omelanchuk, Reuben

---

**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Monday, January 24, 2011 12:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee  
**Subject:** SPD Private Pilots Training

Officer Omelanchuk,

I am pleased to hear that we are about to get this done. I would like to make sure your expectations for the class are met. I have noticed that you intend to use this ground school to fulfill requirements to fly UAV's. I have also spoken with the local pilot examiner about a conversation you had and he said that maybe they were rotorcraft UAV's. The first question I have concerns the written exam you will be taking. Which written is required? Private Airplane or Private Rotorcraft?

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So I have the price as follows:

3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
**Sent:** Monday, January 24, 2011 6:28 AM  
**To:** Sheila Van Deinse  
**Subject:** RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

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Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!

Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]

Sent: Friday, January 21, 2011 5:48 PM

To: Omelanchuk, Reuben

Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann

Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse

Charter Coordinator

Wings Aloft, Inc.

8467 Perimeter Road South

Seattle, WA 98108

206-763-2113 ext 129 work number

206-767-9464 fax number

206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]

Sent: Friday, January 21, 2011 6:19 AM

To: Sheila Van Deinse

Cc: Britt, James

Subject: RE: SPD Private Pilots Training



Good Morning Sheila,

Thanks for the information you provided yesterday. I am sure a final number from you will greatly assist in getting final approval for the training.

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- 1) Is the exam online?
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Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

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1. Most definitely. You name the time, and we can have an instructor for you.
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-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

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Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11



## Omelanchuk, Reuben

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Chief Flight Instructor

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**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]

Sent: Friday, January 21, 2011 5:48 PM

To: Omelanchuk, Reuben

Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann

Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

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Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

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Sent: Friday, January 21, 2011 6:19 AM

To: Sheila Van Deinse

Cc: Britt, James

Subject: RE: SPD Private Pilots Training

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Thank you very much!

Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]

Sent: Friday, January 14, 2011 1:16 PM

To: Omelanchuk, Reuben; Sheila Van Deinse

Cc: Britt, James

Subject: SPD Private Pilots Training

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Terry Barrans

Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]

Sent: Friday, January 14, 2011 9:56 AM

To: Sheila Van Deinse; Terry Barrans

Cc: Britt, James

Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

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p.s. I am at home today but I will check my work email occasionally.

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

## Omelanchuk, Reuben

---

From: Omelanchuk, Reuben  
Sent: Monday, January 24, 2011 12:38 PM  
To: Britt, James  
Subject: FW: SPD Private Pilots Training

Hi Jim,

As I negotiate w/ Wings Aloft for the price, can you track down the answers to his questions below?

- 1) Which written exam is required: private airplane or private rotocraft?
- 2) Opinion of tailoring the class? I think it ought to be tailored for UAV *unless* the exam is going to require airplane info. No need to lengthen the class more than needed and have two different topics covered. I think if we need UAV flight info we can get it from DraganFly as each UAV is totally different based upon the manufacturer.

Thoughts?

\$2631.08 isn't that much more than the original cost in the 1.5. I suppose it just needs to go back through the chain of command for approval.

- Reuben

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
Subject: SPD Private Pilots Training

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Tuesday, January 25, 2011 9:04 AM  
**To:** Terry Barrans  
**Cc:** Sheila Van Deinse; Steve Lee  
**Subject:** RE: SPD Private Pilots Training

Hello Terry,

Thanks for the information and explanations. I haven't responded to you as I am trying to get a good answer from the FAA regarding the exam itself.

Aside from that, I will revise our fiscal paperwork to reflect the total cost and get that through the chain for approval. I'll keep you posted as this progresses.

Thank you,  
Officer Omelanchuk

---

**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Monday, January 24, 2011 12:07 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee  
**Subject:** SPD Private Pilots Training

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Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

Is the following possible?

3 students @ \$395 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
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Total for 4 students = \$2331.08

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Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

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- 1) Is the exam online?
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Thank you very much!  
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-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
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3. 3 people at full rate
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Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

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omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

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Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Thursday, January 27, 2011 6:02 AM  
**To:** Terry Barrans  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** RE: SPD Private Pilots Training

Good Morning Terry,

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**From:** Terry Barrans [mailto:tbarrans@wingsaloft.com]  
**Sent:** Monday, January 24, 2011 12:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee  
**Subject:** SPD Private Pilots Training

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Total for 4 students = \$2631.08

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Thank-you,

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

## Omelanchuk, Reuben

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**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Thursday, January 27, 2011 2:04 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** SPD Private Pilots Training

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Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

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Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00

## **Omelanchuk, Reuben**

---

**From:** Omelanchuk, Reuben  
**Sent:** Friday, January 28, 2011 10:58 AM  
**To:** Terry Barrans  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

Sincerely,  
Officer Omelanchuk

---

**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Thursday, January 27, 2011 2:03 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** SPD Private Pilots Training

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3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

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Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number

206-767-9464 fax number  
206-551-3300 cell number

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Thank you very much!  
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From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
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Cc: Britt, James  
Subject: SPD Private Pilots Training

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1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
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We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this

here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

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From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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Cc: Britt, James  
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Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>  
Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

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## **Omelanchuk, Reuben**

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**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** SPD Private Pilots Training

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

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**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
**Sent:** Friday, January 28, 2011 10:58 AM  
**To:** Terry Barrans  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** RE: SPD Private Pilots Training

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How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

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**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Thursday, January 27, 2011 2:03 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James

Subject: SPD Private Pilots Training

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Let me know how I can help schedule the class.

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Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
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Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00



## Omelanchuk, Reuben

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**Sent:** Monday, January 31, 2011 6:14 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** SPD Private Pilots Training

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To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
4. Our price offered to our clientele is \$495 per person 5. \$495 per person for the first three students. \$200 for the next three. \$100 each additional. We never start a class with less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
- 2) For the sake of time, is there any way to complete the school in less than a month (taking into consideration #1 above)?
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Before I get final approval for payment I would need to know the costs for the school and materials but I would like to have as much information/options in front of me as I approach our administration (Asst Chief and above) with the need for expense.

Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

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Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Monday, January 31, 2011 6:14 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 28, 2011 10:58 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

Sincerely,  
Officer Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Thursday, January 27, 2011 2:03 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,



Its better that we are slightly delayed in figuring out the details than to hastily begin and find out we did it wrong. We do have the ability to teach a ground school for helicopters. We have two separate sub-tenants that fly helicopters. I would estimate that we have about 8 helicopters on our leasehold. We have arranged for an instructor and can begin the class at your convenience.

Let me know how I can help schedule the class.

Terry

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, January 27, 2011 6:02 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

OK... the moving target through uncharted territory has changed. The FAA has responded that we ought to take the private pilot ground school for helicopters, since we are flying a rotorcraft, and that would also satisfy the requirements of our CoA as well as still fulfilling the requirement for a fixed wing UAV if we ever go that route as well.

With that in mind, does wings aloft provide private pilot ground school for helicopters? I'm sorry to have this last minute change but as information comes in from the FAA regarding UAVs we're trying to keep up and work within their new requirements.

Sincerely,  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I am pleased to hear that we are about to get this done. I would like to make sure your expectations for the class are met. I have noticed that you intend to use this ground school to fulfill requirements to fly UAV's. I have also spoken with the local pilot examiner about a conversation you had and he said that maybe they were rotorcraft UAV's. The first question I have concerns the written exam you will be taking. Which written is required? Private Airplane or Private Rotorcraft?

Do you desire us to teach our ground school exactly as we normally do or tailor it to your mission? For instance, lesson number one teaches about all of the components of an airplane. Would you like us to modify this to talk about UAV's instead?

As for the price of the ground school, I can assure you that we have discounted it as much as possible. Someone had sent a quote with the discounted rate of \$395 based on the fact that you had 4 students. I discounted the rate of the 4th student initially assuming full price for the other three. The truth is that we cannot discount the first 3 students and then also heavily discount the fourth student. We simply cancel the school altogether on months when we



cannot get three full paying students. Our costs start to make it prohibitive. I hope you understand.

Also, the charts are of the Seattle area and are not airport specific charts. They show airspace that is controlled by different agencies. They are quite relevant to our course objective.

So I have the price as follows:

3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

Is the following possible?

3 students @ \$395 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2331.08

Here are my thoughts:

- The FAA exams will have to be on a separate purchase order although we would use your facilities to take it as you are a certified exam center.
- The one flight is probably not going to be necessary as we won't be actually piloting an aircraft other than from the ground (UAV).
- And unless we can get by w/o purchasing the charts, since we aren't going to be flying near an airport (our COA is going to restrict us significantly from an airport) we'll get them.

Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

Thanks for the information you provided yesterday. I am sure a final number from you will greatly assist in getting final approval for the training.

One question, though, that came up in a conversation with Officer Britt is regarding the actual exam. On your website I don't see any information so I have a couple questions regarding it:

- 1) Is the exam online?
- 2) What is the cost of the exam?
- 3) Is one test included in the cost of Wings Aloft's tuition?
- 4) If not, where can I find the information regarding registering and taking the exam for those of us attending the course?

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
4. Our price offered to our clientele is \$495 per person 5. \$495 per person for the first three students. \$200 for the next three. \$100 each additional. We never start a class with less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

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I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

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From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
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Thank you very much,  
Officer Omelanchuk  
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p.s. I am at home today but I will check my work email occasionally.

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Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

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Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

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Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus  
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Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

---

From: Omelanchuk, Reuben  
Sent: Thursday, February 17, 2011 8:46 AM  
To: Terry Barrans  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

It has been a couple weeks since I've made progress on the training portion of this project. So here I am. I think I left off inquiring what the cost would be for the helicopter ground school training as well as us attending in two different waves. The first class for three persons, the second class for the remaining persons.

We still will need to pass the exam (proxied at your location) as well as have the class conducted during core business hours to not incur overtime.

I still need to give fiscal a purchase request that will include all costs/taxes for the class and materials for three persons.

Can we get the ball rolling on this again? I'll be glad to facilitate this as much as possible.

Thank you very much,  
R. Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Monday, January 31, 2011 6:13 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 28, 2011 10:58 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

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To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
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Let me know how I can help schedule the class.

Terry

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To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

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From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
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Total for 4 students = \$2631.08

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Thank-you,

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Chief Flight Instructor

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From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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To: Sheila Van Deinse  
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Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]

Sent: Friday, January 21, 2011 5:48 PM

To: Omelanchuk, Reuben

Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann

Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse

Charter Coordinator

Wings Aloft, Inc.

8467 Perimeter Road South

Seattle, WA 98108

206-763-2113 ext 129 work number

206-767-9464 fax number

206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]

Sent: Friday, January 21, 2011 6:19 AM

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Terry Barrans  
Director of Operations and Chief Flight Instructor

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From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
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Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

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No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Thursday, February 17, 2011 1:52 PM  
To: Omelanchuk, Reuben  
Subject: RE: SPD Private Pilots Training

Officer Omelanchuk,

I just typed you a glorious response and lost it into cyberspace forever..... stupid technology... So now, I am running for a flight but I promise to re-create my efforts later this evening. Sorry for the delay.

Terry

---

From: Omelanchuk, Reuben [Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, February 17, 2011 8:46 AM  
To: Terry Barrans  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

It has been a couple weeks since I've made progress on the training portion of this project. So here I am. I think I left off inquiring what the cost would be for the helicopter ground school training as well as us attending in two different waves. The first class for three persons, the second class for the remaining persons.

We still will need to pass the exam (proxied at your location) as well as have the class conducted during core business hours to not incur overtime.

I still need to give fiscal a purchase request that will include all costs/taxes for the class and materials for three persons.

Can we get the ball rolling on this again? I'll be glad to facilitate this as much as possible.

Thank you very much,  
R. Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Monday, January 31, 2011 6:13 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 28, 2011 10:58 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

Sincerely,  
Officer Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Thursday, January 27, 2011 2:03 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

It's better that we are slightly delayed in figuring out the details than to hastily begin and find out we did it wrong. We do have the ability to teach a ground school for helicopters. We have two separate sub-tenants that fly helicopters. I would estimate that we have about 8 helicopters on our leasehold. We have arranged for an instructor and can begin the class at your convenience.

Let me know how I can help schedule the class.

Terry

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, January 27, 2011 6:02 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

OK... the moving target through uncharted territory has changed. The FAA has responded that we ought to take the private pilot ground school for helicopters, since we are flying a rotorcraft, and that would also satisfy the requirements of our CoA as well as still fulfilling the requirement for a fixed wing UAV if we ever go that route as well.

With that in mind, does wings aloft provide private pilot ground school for helicopters? I'm sorry to have this last minute change but as information comes in from the FAA regarding UAVs we're trying to keep up and work within their new requirements.

Sincerely,  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I am pleased to hear that we are about to get this done. I would like to make sure your expectations for the class are met. I have noticed that you intend to use this ground school to fulfill requirements to fly UAV's. I have also spoken with the local pilot examiner about a conversation you had and he said that maybe they were rotorcraft UAV's. The first question I have concerns the written exam you will be taking. Which written is required? Private Airplane or Private Rotorcraft?

Do you desire us to teach our ground school exactly as we normally do or tailor it to your mission? For instance, lesson number one teaches about all of the components of an airplane. Would you like us to modify this to talk about UAV's instead?

As for the price of the ground school, I can assure you that we have discounted it as much as possible. Someone had sent a quote with the discounted rate of \$395 based on the fact that you had 4 students. I discounted the rate of the 4th student initially assuming full price for the other three. The truth is that we cannot discount the first 3 students and then also heavily discount the fourth student. We simply cancel the school altogether on months when we cannot get three full paying students. Our costs start to make it prohibitive. I hope you understand.

Also, the charts are of the Seattle area and are not airport specific charts. They show airspace that is controlled by different agencies. They are quite relevant to our course objective.

So I have the price as follows:

3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,



Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

Is the following possible?

3 students @ \$395 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2331.08

Here are my thoughts:

- The FAA exams will have to be on a separate purchase order although we would use your facilities to take it as you are a certified exam center.
- The one flight is probably not going to be necessary as we won't be actually piloting an aircraft other than from the ground (UAV).
- And unless we can get by w/o purchasing the charts, since we aren't going to be flying near an airport (our COA is going to restrict us significantly from an airport) we'll get them.

Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number



206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

Thanks for the information you provided yesterday. I am sure a final number from you will greatly assist in getting final approval for the training.

One question, though, that came up in a conversation with Officer Britt is regarding the actual exam. On your website I don't see any information so I have a couple questions regarding it:

- 1) Is the exam online?
- 2) What is the cost of the exam?
- 3) Is one test included in the cost of Wings Aloft's tuition?
- 4) If not, where can I find the information regarding registering and taking the exam for those of us attending the course?

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
4. Our price offered to our clientele is \$495 per person 5. \$495 per person for the first three students. \$200 for the next three. \$100 each additional. We never start a class with less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this

here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
- 2) For the sake of time, is there any way to complete the school in less than a month (taking into consideration #1 above)?
- 3) What is the smallest class size needed to make #1 above a possibility?
- 4) If #1 above becomes a possibility, what would the prices be?
- 5) Currently we have authorization (tentatively) for four persons to attend school. Is there any possible class discount for four, five, six...?

Before I get final approval for payment I would need to know the costs for the school and materials but I would like to have as much information/options in front of me as I approach our administration (Asst Chief and above) with the need for expense.

Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.  
Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>  
Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus  
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Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

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**From:** Omelanchuk, Reuben  
**Sent:** Thursday, February 17, 2011 2:09 PM  
**To:** Terry Barrans  
**Subject:** RE: SPD Private Pilots Training

10-4. No problem.

- Reuben

---

**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Thursday, February 17, 2011 1:51 PM  
**To:** Omelanchuk, Reuben  
**Subject:** RE: SPD Private Pilots Training

Officer Omelanchuk,

I just typed you a glorious response and lost it into cyberspace forever..... stupid technology... So now, I am running for a flight but I promise to re-create my efforts later this evening. Sorry for the delay.

Terry

---

**From:** Omelanchuk, Reuben [Reuben.Omelanchuk@seattle.gov]  
**Sent:** Thursday, February 17, 2011 8:46 AM  
**To:** Terry Barrans  
**Subject:** RE: SPD Private Pilots Training

Good Morning Terry,

It has been a couple weeks since I've made progress on the training portion of this project. So here I am. I think I left off inquiring what the cost would be for the helicopter ground school training as well as us attending in two different waves. The first class for three persons, the second class for the remaining persons.

We still will need to pass the exam (proxied at your location) as well as have the class conducted during core business hours to not incur overtime.

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Can we get the ball rolling on this again? I'll be glad to facilitate this as much as possible.

Thank you very much,  
R. Omelanchuk

---

**From:** Terry Barrans [tbarrans@wingsaloft.com]  
**Sent:** Monday, January 31, 2011 6:13 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Sheila Van Deinse; Steve Lee; Britt, James  
**Subject:** SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]

Sent: Friday, January 28, 2011 10:58 AM

To: Terry Barrans

Cc: Sheila Van Deinse; Steve Lee; Britt, James

Subject: RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

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From: Terry Barrans [tbarrans@wingsaloft.com]

Sent: Thursday, January 27, 2011 2:03 PM

To: Omelanchuk, Reuben

Cc: Sheila Van Deinse; Steve Lee; Britt, James

Subject: SPD Private Pilots Training

Officer Omelanchuk,

Its better that we are slightly delayed in figuring out the details than to hastily begin and find out we did it wrong. We do have the ability to teach a ground school for helicopters. We have two separate sub-tenants that fly helicopters. I would estimate that we have about 8 helicopters on our leasehold. We have arranged for an instructor and can begin the class at your convenience.

Let me know how I can help schedule the class.

Terry

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, January 27, 2011 6:02 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

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Sincerely,  
Officer Omelanchuk

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From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

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Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

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Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,



Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

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- 4) If not, where can I find the information regarding registering and taking the exam for those of us attending the course?

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
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less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
- 2) For the sake of time, is there any way to complete the school in less than a month (taking into consideration #1 above)?
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Before I get final approval for payment I would need to know the costs for the school and materials but I would like to have as much information/options in front of me as I approach our administration (Asst Chief and above) with the need for expense.

Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus  
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Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Friday, February 18, 2011 10:11 AM  
To: Omelanchuk, Reuben  
Subject: RE: SPD Private Pilots Training

Officer Omelanchuk,

Im sorry for the delay. I have been in contact with our rotorcraft instructor and he is available just about any time to teach his portion of the course. I will still have one of our in-house instructors teach half of it. The rotorcraft instructor is slightly more expensive and I will have to add \$100 to the first three students. The new quote would look something like this for three students.

3 students @ \$595 ea.  
3 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 3 students = \$2494.56

and this for 4 students:

3 students @ \$595 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2931.08

We would love to be able to provide this service to you. Let me know if you should need something else. I look forward to meeting with you soon.

Terry

---

From: Omelanchuk, Reuben [Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, February 17, 2011 8:46 AM  
To: Terry Barrans.  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

It has been a couple weeks since I've made progress on the training portion of this project. So here I am. I think I left off inquiring what the cost would be for the helicopter ground school training as well as us attending in two different waves. The first class for three persons, the second class for the remaining persons.

We still will need to pass the exam (proxied at your location) as well as have the class conducted during core business hours to not incur overtime.

I still need to give fiscal a purchase request that will include all costs/taxes for the class and materials for three persons.

Can we get the ball rolling on this again? I'll be glad to facilitate this as much as possible.

Thank you very much,  
R. Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Monday, January 31, 2011 6:13 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 28, 2011 10:58 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Hello Terry,

Yes, I totally agree with you about delaying rather than getting it wrong the first time. So with that in mind, not much really has changed on our end except that the FAA wants us to learn specifically helicopter ground school.

How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

Sincerely,  
Officer Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Thursday, January 27, 2011 2:03 PM  
To: Omelanchuk, Reuben

Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Its better that we are slightly delayed in figuring out the details than to hastily begin and find out we did it wrong. We do have the ability to teach a ground school for helicopters. We have two separate sub-tenants that fly helicopters. I would estimate that we have about 8 helicopters on our leasehold. We have arranged for an instructor and can begin the class at your convenience.

Let me know how I can help schedule the class.

Terry

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, January 27, 2011 6:02 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

OK... the moving target through uncharted territory has changed. The FAA has responded that we ought to take the private pilot ground school for helicopters, since we are flying a rotorcraft, and that would also satisfy the requirements of our CoA as well as still fulfilling the requirement for a fixed wing UAV if we ever go that route as well.

With that in mind, does wings aloft provide private pilot ground school for helicopters? I'm sorry to have this last minute change but as information comes in from the FAA regarding UAVs we're trying to keep up and work within their new requirements.

Sincerely,  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I am pleased to hear that we are about to get this done. I would like to make sure your expectations for the class are met. I have noticed that you intend to use this ground school to fulfill requirements to fly UAV's. I have also spoken with the local pilot examiner about a conversation you had and he said that maybe they were rotorcraft UAV's. The first question I have concerns the written exam you will be taking. Which written is required? Private Airplane or Private Rotorcraft?

Do you desire us to teach our ground school exactly as we normally do or tailor it to your mission? For instance, lesson number one teaches about all of the components of an airplane. Would you like us to modify this to talk about UAV's instead?

As for the price of the ground school, I can assure you that we have discounted it as much as possible. Someone had sent a quote with the discounted rate of \$395 based on the fact that you had 4 students. I discounted the rate of the 4th student initially assuming full price for the other three. The truth is that we cannot discount the first 3 students and then also heavily discount the fourth student. We simply cancel the school altogether on months when we cannot get three full paying students. Our costs start to make it prohibitive. I hope you understand.

Also, the charts are of the Seattle area and are not airport specific charts. They show airspace that is controlled by different agencies. They are quite relevant to our course objective.

So I have the price as follows:

3 students @ \$495 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

I took a look at the sheet you provided and I appreciate it. Although there are a couple things that I'm not sure will work for us.

Is the following possible?

3 students @ \$395 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2331.08

Here are my thoughts:

- The FAA exams will have to be on a separate purchase order although we would use your facilities to take it as you are a certified exam center.
- The one flight is probably not going to be necessary as we won't be actually piloting an aircraft other than from the ground (UAV).
- And unless we can get by w/o purchasing the charts, since we aren't going to be flying near an airport (our COA is going to restrict us significantly from an airport) we'll get them.

Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!



Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

Thanks for the information you provided yesterday. I am sure a final number from you will greatly assist in getting final approval for the training.

One question, though, that came up in a conversation with Officer Britt is regarding the actual exam. On your website I don't see any information so I have a couple questions regarding it:

- 1) Is the exam online?
- 2) What is the cost of the exam?
- 3) Is one test included in the cost of Wings Aloft's tuition?
- 4) If not, where can I find the information regarding registering and taking the exam for those of us attending the course?

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James

Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
4. Our price offered to our clientele is \$495 per person 5. \$495 per person for the first three students. \$200 for the next three. \$100 each additional. We never start a class with less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
- 2) For the sake of time, is there any way to complete the school in less than a month (taking into consideration #1 above)?
- 3) What is the smallest class size needed to make #1 above a possibility?
- 4) If #1 above becomes a possibility, what would the prices be?
- 5) Currently we have authorization (tentatively) for four persons to attend school. Is there any possible class discount for four, five, six...?

Before I get final approval for payment I would need to know the costs for the school and materials but I would like to have as much information/options in front of me as I approach our administration (Asst Chief and above) with the need for expense.

Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## Omelanchuk, Reuben

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From: Omelanchuk, Reuben  
Sent: Friday, February 18, 2011 11:44 AM  
To: Terry Barrans  
Subject: RE: SPD Private Pilots Training

Hi Terry,  
Thanks for the update. I will change our purchase request to fiscal and send the new quote up the chain of command. I don't think there will be any hurdles so I'll be contacting you sooner than later for scheduling.

Do the number you gave also have tax included or is tax to be added on the books & charts only?  
Thank you,  
Reuben

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Friday, February 18, 2011 10:11 AM  
To: Omelanchuk, Reuben  
Subject: RE: SPD Private Pilots Training

Officer Omelanchuk,

I'm sorry for the delay. I have been in contact with our rotorcraft instructor and he is available just about any time to teach his portion of the course. I will still have one of our in-house instructors teach half of it. The rotorcraft instructor is slightly more expensive and I will have to add \$100 to the first three students. The new quote would look something like this for three students.

3 students @ \$595 ea.  
3 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 3 students = \$2494.56

and this for 4 students:

3 students @ \$595 ea.  
1 student @ \$200 ea.  
4 Jeppesen Kits @ \$216.81 ea.  
Charts @ \$19.71 ea.  
Total for 4 students = \$2931.08

We would love to be able to provide this service to you. Let me know if you should need something else. I look forward to meeting with you soon.

Terry

---

From: Omelanchuk, Reuben [Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, February 17, 2011 8:46 AM  
To: Terry Barrans

Subject: RE: SPD Private Pilots Training

Good Morning Terry,

It has been a couple weeks since I've made progress on the training portion of this project. So here I am. I think I left off inquiring what the cost would be for the helicopter ground school training as well as us attending in two different waves. The first class for three persons, the second class for the remaining persons.

We still will need to pass the exam (proxied at your location) as well as have the class conducted during core business hours to not incur overtime.

I still need to give fiscal a purchase request that will include all costs/taxes for the class and materials for three persons.

Can we get the ball rolling on this again? I'll be glad to facilitate this as much as possible.

Thank you very much,  
R. Omelanchuk

---

From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Monday, January 31, 2011 6:13 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

I have put in a request for our rotorcraft instructor to help us out. He has been home sick for a few days and I hope to speak with him tomorrow. Materials, written exam fee and time frame should not change. Ground school cost may change some although I doubt that it will be dramatic. The rate our helicopter instructor charges will be a handful of dollars an hour more. I will get back to you as quickly as I can.

Sincerely,

Terry Barrans

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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To: Terry Barrans  
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Hello Terry,

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How does that change affect price, materials, time frame? We would still like to conduct school during core business hours. And, good news for you guys, it looks like more people are becoming interested in this and we are growing our list of attendees to 7, although we won't

be able to have our offices empty so we'll have to have school in two waves. First wave would be 3 and then the next wave would be the remainder.

Unfortunately I will be out of town all week next week in Saskatoon Canada and I'm not certain how well I'll be connected to the internet, but I'll try and get any questions answered. I suppose I'll need to know if this changes cost on our end. Could you please come up with a cost for 3 persons to attend the helicopter ground school as well as the cost of the exams (I'm guessing that the exam cost is the same)?

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Officer Omelanchuk

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From: Terry Barrans [tbarrans@wingsaloft.com]  
Sent: Thursday, January 27, 2011 2:03 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

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Let me know how I can help schedule the class.

Terry

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From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Thursday, January 27, 2011 6:02 AM  
To: Terry Barrans  
Cc: Sheila Van Deinse; Steve Lee; Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Terry,

OK... the moving target through uncharted territory has changed. The FAA has responded that we ought to take the private pilot ground school for helicopters, since we are flying a rotorcraft, and that would also satisfy the requirements of our CoA as well as still fulfilling the requirement for a fixed wing UAV if we ever go that route as well.

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Sent: Monday, January 24, 2011 12:08 PM  
To: Omelanchuk, Reuben  
Cc: Sheila Van Deinse; Steve Lee

Subject: SPD Private Pilots Training

Officer Omelanchuk,

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1 student @ \$200 ea.  
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Charts @ \$19.71 ea.  
Total for 4 students = \$2631.08

I would love to speak with you if you have any further questions. My phone number is 206-779-3335.

Thank-you,

Terry Barrans  
Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Monday, January 24, 2011 6:28 AM  
To: Sheila Van Deinse  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

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Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
Sent: Friday, January 21, 2011 5:48 PM  
To: Omelanchuk, Reuben  
Cc: Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
Subject: RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
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Good Morning Sheila,

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Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

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1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate
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I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
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Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
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Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)<<http://www.avg.com>>

Version: 10.0.1202 / Virus Database: 1435/3400 - Release Date: 01/24/11

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/26/11 23:37:00 No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3406 - Release Date: 01/28/11 01:14:00

## **Omelanchuk, Reuben**

---

**From:** Sheila Van Deinse [svandeinse@wingsaloft.com]  
**Sent:** Monday, January 24, 2011 10:53 AM  
**To:** Omelanchuk, Reuben  
**Cc:** Terry Barrans  
**Subject:** RE: SPD Private Pilots Training

Good Morning Officer Omelanchuk,

I have forwarded your email to Terry Barrans and he will review and get back to you.

Thank you for your consideration.

Sheila

-----Original Message-----

**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
**Sent:** Monday, January 24, 2011 6:28 AM  
**To:** Sheila Van Deinse  
**Subject:** RE: SPD Private Pilots Training

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Here are my thoughts:

- The FAA exams will have to be on a separate purchase order although we would use your facilities to take it as you are a certified exam center.
- The one flight is probably not going to be necessary as we won't be actually piloting an aircraft other than from the ground (UAV).
- And unless we can get by w/o purchasing the charts, since we aren't going to be flying near an airport (our COA is going to restrict us significantly from an airport) we'll get them.

Let's see if we can get this nailed down by the end of the day as my fiscal department is ready to sign the final purchase order and assign an account to it!

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

**From:** Sheila Van Deinse [mailto:svandeinse@wingsaloft.com]  
**Sent:** Friday, January 21, 2011 5:48 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Britt, James; Steve Lee; Terry Barrans; Carl Zoch; Rheanna Husmann  
**Subject:** RE: SPD Private Pilots Training

Hello Officer Omelanchuk,

Attached please find the requested information for Private Pilot Ground School. Please let Terry or I know if you have any questions.

Sincerely,

Sheila van Deinse  
Charter Coordinator  
Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
206-763-2113 ext 129 work number  
206-767-9464 fax number  
206-551-3300 cell number

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 21, 2011 6:19 AM  
To: Sheila Van Deinse  
Cc: Britt, James  
Subject: RE: SPD Private Pilots Training

Good Morning Sheila,

Thanks for the information you provided yesterday. I am sure a final number from you will greatly assist in getting final approval for the training.

One question, though, that came up in a conversation with Officer Britt is regarding the actual exam. On your website I don't see any information so I have a couple questions regarding it:

- 1) Is the exam online?
- 2) What is the cost of the exam?
- 3) Is one test included in the cost of Wings Aloft's tuition?
- 4) If not, where can I find the information regarding registering and taking the exam for those of us attending the course?

Thank you very much!  
Officer Omelanchuk

-----Original Message-----

From: Terry Barrans [mailto:tbarrans@wingsaloft.com]  
Sent: Friday, January 14, 2011 1:16 PM  
To: Omelanchuk, Reuben; Sheila Van Deinse  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Officer Omelanchuk,

Sorry for the delay. It was entirely my fault.

1. Most definitely. You name the time, and we can have an instructor for you.
2. The ground school is 40 hours but can sometimes run as long as 45 if the crowd is inquisitive. So long as you give me enough availability, I do believe a 40 hour course is possible in one month.
3. 3 people at full rate

4. Our price offered to our clientele is \$495 per person 5. \$495 per person for the first three students. \$200 for the next three. \$100 each additional. We never start a class with less than 3 paying students at full rate. That cost is our bottom line cost to do business. As you can see, I am flexible to offer a discount for the students that number more than three.

We can lend text books to the students at no cost if they wish only to borrow and then return them. For those students that wish to keep theirs or return at another time to begin flight training, the cost for materials is \$198 plus tax.

I am more than willing to answer any other questions you may have. I am sure you will be pleased with our classrooms and high quality instruction. We're proud to have been doing this here in Seattle for over 30 years. Thank-you for considering Wings Aloft. Also, thank you for your service to our community. We do appreciate it.

Terry Barrans  
Director of Operations and Chief Flight Instructor

-----Original Message-----

From: Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
Sent: Friday, January 14, 2011 9:56 AM  
To: Sheila Van Deinse; Terry Barrans  
Cc: Britt, James  
Subject: SPD Private Pilots Training

Good Morning Sheila & Terry,

I had inquired a couple weeks ago about your program and scheduling. With the progression of our program we have a couple questions regarding training.

- 1) Is it possible to have school during core business hours so that no overtime is incurred for those attending the school?
- 2) For the sake of time, is there any way to complete the school in less than a month (taking into consideration #1 above)?
- 3) What is the smallest class size needed to make #1 above a possibility?
- 4) If #1 above becomes a possibility, what would the prices be?
- 5) Currently we have authorization (tentatively) for four persons to attend school. Is there any possible class discount for four, five, six...?

Before I get final approval for payment I would need to know the costs for the school and materials but I would like to have as much information/options in front of me as I approach our administration (Asst Chief and above) with the need for expense.

Thank you very much,  
Officer Omelanchuk  
omelanr@seattle.gov

p.s. I am at home today but I will check my work email occasionally.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3377 - Release Date: 01/13/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3394 - Release Date: 01/20/11 23:34:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 9.0.872 / Virus Database: 271.1.1/3400 - Release Date: 01/23/11 23:35:00





Washington State  
Department of Transportation

## Flight Schools in Washington State

Here is contact information for flight schools in Washington State. Contact your local flight school or visit their Web site for information about services, hours of operations, specialties, etc.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

### A

✓ AcuWings  
Renton Municipal Airport  
289B East Perimeter Road  
Renton, WA 98055  
(425) 254-9464  
(425) 254-9465 - fax

Too Far  
Alpha Aviation, Inc.  
18218 59th Avenue NE  
Arlington, WA 98223  
(360) 425-5700  
Fax: (360) 435-0667

Too Far  
Alpha Aviation, Inc.  
4151 Mitchell Way  
Bellingham, WA 98226 9104  
(360) 734-1999  
Fax: (360) 756-0196  
E-mail: flight@flyalpha.com

Alternate Air Inc.  
Boeing Field  
Seattle, WA  
(206) 763-7511

American Flyers, Inc.  
6505 Perimeter Road  
Seattle, WA 98108

Too Far  
Andy's Flight School  
Jefferson County International Airport  
Port Townsend, WA 98368 US  
(360) 385-4622

✓ Arlington Helicopters  
18306 59th Drive NE  
Arlington, WA 98223  
1-888-224-6773

Too Far  
Arrow H Aviation  
802 N Cedar  
Deer Park, WA 99006  
509-276-8149  
Fax: 509-276-1211

Auburn Flight Service, Inc.  
506 23rd Avenue NE  
Auburn, WA 98002  
(206) 854-4960



1-800-246-4960 toll free  
Fax: (253) 931-0768  
E-mail: info@afsnac.com

Aurora Financial  
10108 32nd Ave SW, Bldg. C-3  
Everett, WA 98204

Avian Flight Center, Inc.  
8900 State Hwy 3 SW  
Port Orchard, WA 98367  
(360) 674-2111  
1-866-263-2359 toll free

50 HRS 648/HK INSTRUCTOR  
P7K-8K 172 PART 141  
Bremerton airport

**B**

Toll Free Bergstrom Aircraft  
4102 Stearman Avenue  
Pasco, WA 99301  
509-547-6271  
1-800-746-6271 toll free

Toll Free Big Bend Community College - Aviation Department  
Building #3000/3100  
Moses Lake, WA 98837-3299  
(509) 762-5351

**C**

Toll Free Central Washington University  
Flight Technology Center  
400 E. University Way  
Ellensburg, WA 98926-7515  
(509) 963-2364  
(509) 963-2377 Fax  
E-mail: fly@cwu.edu

Toll Free Chuckanut Aviation Center  
15272 Flightline Road  
Burlington, WA 98233  
(360) 757-0952

Classic Helicopter Corporation  
6505 Perimeter Road South  
Seattle, WA 98108  
(206) 767-0515  
(206) 767-4018  
E-mail: classich@sprynet.com

Clover Park Technical College  
4500 Steilacoom Blvd. S.W.  
Lakewood, WA 98499-4098  
(253) 583-8915  
Fax: (253) 583-8907

FLIGHT DEPT. (MARSHAL)  
583-8908  
P8K

Columbia Pacific Aviation, Inc.  
7610 Andrews St NE  
Moses Lake, WA 98837  
(509) 762-1016  
(509) 762-6038

**F**

Felts Field Aviation, Inc.  
PO Box 11877  
Spokane, WA 99212  
(509) 534-6787  
(509) 535-9014 Fax  
Email: felts@feltsfield.com

Flightline Services  
135 Airport Way  
Dallaport, WA 98617 1126 US  
(509) 767-1134

**G**

Galvin Flying Service, Inc.  
Boeing Field  
7149 Perimeter Road  
Boeing Field (BFI)  
Seattle, WA 98108  
(206) 763-0350

Gower Flying Service  
7825 Old Highway 99 Southwest  
Tumwater, WA 98501  
(360) 754-4043

JORGENSEN DEB (RELATIVE OF DUPLEACH)  
B5K Part 141

Green River Community College  
12401 SE 320th Street  
Auburn, WA 98002  
(253) 833-9111 - Auburn  
(206) 464-6133 - Eastside  
(253) 924-0180 - Tacoma

**I**

Inter State Aviation, Inc.  
2601 Airport Road  
Pullman, WA 99163  
(509) 332-6596  
(509) 334-1751

**J**

JDO School of Aerospace Sciences  
Spokane UND Aerospace FTC  
3727 South Davidson Blvd., Bldg. 701  
Spokane, WA 99219

**K**

Kelso Flight Service  
2215 Parrot Way  
Kelso, WA 98626  
(360) 414-5960  
Fax: (360) 414-0321

Kenmore Air Harbor, Inc.  
PO Box 82064  
Kenmore, WA 98028 US  
(206) 486-1257  
1-800-543-9595 toll free

WRONG LICENSE

Fax: (425) 486-5471  
E-mail: instruction@kenmoreair.com

*Do Fax* Kennewick Aircraft  
6951 W Grandridge Blvd  
Kennewick, WA 99336 7768  
(509) 735-2875  
(509) 783-4997  
E-mail: kennewick\_aircraft@msn.com

**M**

*Do Fax* Midstate Aviation, Inc.  
1101 Bowers Road  
Ellensburg, WA 98926  
(509) 962-7850  
(509) 962-7856 Fax

*Do Fax* Mission Aviation Training Academy  
PO Box 3655  
Arlington, WA 98223  
(425) 231-5855

Morcom Aviation Services, Inc.  
10217 31st Ave. W Bldg C-51  
Everett, WA 98204  
(425) 353-9123  
1-800-337-0345 toll free  
Fax: (425) 347-4507  
E-mail: fly@regalair.com

*PART 141*  
*\$8K 152:172*

**N**

*Do Fax* Noland-Decoto Flying Service, Inc.  
2810 West Washington Avenue  
Yakima, WA 98903-1157  
(509) 248-1370  
Fax: (509) 248-1375

Northway Aviation  
10108 32nd Ave SW  
Bldg. C-3  
Everett, WA 98204  
(425) 742-7003

*~\$8,300 PP. CESA 172 PART 141*

*Do Fax* Northwest Aviation Center  
18650 59th Dr NE  
Arlington, WA 98223  
(360) 435-3337 Office  
(425) 238-7696 Cell

Northwest Aviation College  
586 23rd Avenue NE  
Auburn, WA 98002  
(253) 854-4960  
1-800-246-4960 toll free  
Fax: (253) 931-0768

**O**

*Do Fax* Out of the Blue Aviation  
18306 59th Dr NE  
Arlington, WA 98223

(Right next to Taildraggers)  
(360) 474-1060

**P**

Pacific Air Academy  
1302 26th Ave NW  
Gig Harbor, WA 98335  
(253) 851-1172  
Fax: (253) 851-1173

ROTO ONLY

Pavco, Inc.  
1110 26th Avenue NW  
Gig Harbor, WA 98335  
(253) 851-1172  
E-mail: info@pacificairacademy.com

PART 141 \$6-18

Pearson Air  
7529 Old Highway 99 SE  
Olympia, WA 98501  
(360) 786-8333

PremAir, Inc.  
19540 International Blvd, Suite 200  
Seattle, WA 98188  
(206) 878-7271  
1-877-377-9222 toll free  
Fax: (206) 878-7269

Puget Sound Aviators  
8187 Perimeter Road  
Seattle, WA 98108  
(206) 763-7444  
E-mail: Flyingatpsa@psaviators.com

**R**

Rainier Flight Service  
Email: galvord@harbornet.com  
Phone: (253) 988-8433

\$738K PART 141

Regal Air  
10217 31st Avenue W, Bldg. C51  
Everett, WA 98204  
(425) 353-9123  
1-800-337-0345 toll free  
Fax: (425) 347-4507  
Email: fly@regalair.com

\$8K

Rite Bros. Aviation, Inc.  
1406 Fairchild International Airport  
Port Angeles, WA  
(360) 452-6226  
1-800-430-7483 toll free

RMA Inc.  
PO Box 19009  
Spokane International Airport  
Spokane, WA 99219

**S**

School of Air  
398 178th Avenue SE  
North Bend, WA 98024

Seattle Flight, Inc.  
7023 Perimeter Road South  
Suite 240, Boeing Field  
Seattle, WA 98108  
(206) 767-KBFI (5234)  
1-877-FLY-KBFI (359.5234) toll-free  
Fax: (206) 767-3367  
E-mail: [mailto:info@seattleflight.com?subject=INFO%20REQUEST](mailto:mailto:info@seattleflight.com?subject=INFO%20REQUEST)

Snohomish Flying Service, Inc.  
9900 Airport Way  
Harvey Field  
Snohomish, WA 98296-8218  
(360) 568-1541  
Fax: (360) 568-6034  
E-mail: [snofly@harveyfield.com](mailto:snofly@harveyfield.com)

\$6-\$7K

Spanaflight  
16715 Meridian E. #H  
Puyallup, WA 98373-9616 US  
(253) 848-2020  
1-800-397-6038 toll free  
Fax: (253) 840-5843

\$5-\$6K

Spokane Airways  
PO Box 19009  
Spokane, WA 99219-9009  
(509) 747-2017  
1-800-758-7215

**T**

Tailwind Flight School, Inc.  
214 Martin Field Lane  
Walla Walla, WA 99362  
(509) 525-9392

**W**

Westwind Aviation, Inc.  
740 Airport Circle Drive  
Friday Harbor, WA 98250  
(360) 378-6991  
E-mail: [westwind@rockisland.com](mailto:westwind@rockisland.com)

Whidbey Island Navy Flying Club  
2563 NAS Whidbey Island Bldg 2  
Oak Harbor, WA 98278 US  
(360) 679-4359  
E-mail: [flyingclub@galaxynet.com](mailto:flyingclub@galaxynet.com)

Wings Aloft, Inc.  
8467 Perimeter Road South  
Seattle, WA 98108  
(206) 763-2113  
Fax: (206) 767-WING (9464)

Wings of Wenatchee  
3764 Airport Way  
East Wenatchee, WA 98802  
(509) 886-0233 (24 Hours)  
Fax: (509) 886-4504

## Z

Zephyr Aviation  
1620 26th Ave NW  
Gig Harbor, WA 98335-7870  
(253) 851-8083  
1-800-359-2240 toll free  
Fax: (253) 851-8433  
E-mail: info@zephyraviation.com

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## Wings Aloft Private Pilot Ground School Cost Summary

Private Pilot classes will be held Tuesday and Thursday of each week beginning Tuesday February 8<sup>th</sup> from the hours of 7:00 AM to 3:00 PM with an hour lunch break. The class will consist of approximately 49 hours of ground school lessons.

Four people at \$395.00 each. Jeppesen kit materials will run \$216.81 (includes tax) per Student. We recommend at least one flight per Student at \$152.21 (includes tax).

Upon completion of the course all Students will call our testing center Lasergade to schedule the written Private Pilot test at 800-211-2754. The test fee will be \$150 additional per student. We offer the tests online here at Wings Aloft with your pre-registration from Lasergade.

Private Pilot Course for 4 Students	Cost	Tax	Total per Student
Private Pilot Course	\$395.00	N/A	\$395.00
Jeppesen Kits	\$198.00	\$18.81	\$216.81
Terminal and Sectional Charts	\$18.00	\$1.71	\$19.71
FAA Online Exam	\$150.00	N/A	\$150.00
Recommend at least one flight	\$139.00	\$13.21	\$152.21
Sub total for 1 student			\$933.73
<b>Total Cost for 4 students</b>			<b>\$3,734.90</b>

Course Schedule 7am to 3pm Tuesday and Thursday of each week		
Tuesday 2/8/2011	Thursday 2/10/2011	
Tuesday 2/15/2011	Thursday 2/17/2011	
Tuesday 2/22/2011	Thursday 2/24/2011	
Tuesday 3/1/2010		

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*Celebrating 34 Years of Aviation Service Excellence*

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## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, April 11, 2011 8:20 AM  
**To:** Steel, Chris  
**Subject:** FAA Ground School Examinations

Hello Chris,

I had been speaking with Donna DiMola regarding the required examinations for the conclusion of our ground school. Each exam is \$150 which would be an additional \$600 for this round of persons going through ground school.

Instead of having to create a separate 1.5 or travel training request, Donna suggested I contact you to get approval to have the additional amount added to the current training request.

What information do you need from me to get this approved and would you like a hard-copy memo to you regarding it?

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security

## **Omelanchuk, Reuben**

---

**From:** Steel, Chris  
**Sent:** Monday, April 11, 2011 9:14 AM  
**To:** Omelanchuk, Reuben  
**Subject:** RE: FAA Ground School Examinations

Reuben,

Yes, go ahead and write up a memo outlining the training and costs. I'm out today, but drop it off and I will sign of tomorrow.

Thanks,  
Chris

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, April 11, 2011 8:19 AM  
**To:** Steel, Chris  
**Subject:** FAA Ground School Examinations

Hello Chris,

I had been speaking with Donna DiMola regarding the required examinations for the conclusion of our ground school. Each exam is \$150 which would be an additional \$600 for this round of persons going through ground school.

Instead of having to create a separate 1.5 or travel training request, Donna suggested I contact you to get approval to have the additional amount added to the current training request.

What information do you need from me to get this approved and would you like a hard-copy memo to you regarding it?

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security



# SEATTLE POLICE DEPARTMENT

## PURCHASE & SUPPLY REQUEST

DATE 9/22/2011

REQUESTED BY <b>Omelanchuk</b>	SERIAL # <b>6802</b>	PHONE <b>206-733-9364</b>	ORG # <b>B611A</b>	ORG. NAME <b>Homeland Sec.</b>
DELIVERY LOCATION <b>Quartermaster</b>		DELIVERY DATE REQUIRED		ORG. TO BE CHARGED
APPROVED BY	SERIAL #	PHONE	ORG #	
SECTION/PRECINCT COMMANDER APPROVAL		THIS FORM MUST BE COMPLETED WHEN PURCHASING ALL GOODS AND SERVICES AND MUST BE APPROVED AS REQUIRED BY DP&P 1.020-Budget, BEFORE GOODS OR SERVICES ARE ORDERED.		

B-CONTRACT NUMBER	DEPARTMENT CONTRACT NUMBER	OTHER
-------------------	----------------------------	-------

#	QUANTITY	DESCRIPTION <small>Give a detailed description including catalog used, item #, size, color, etc.</small>	UNIT PRICE	TOTAL
1	1	Kestrel 4000 Weather Meter - will be used to measure barometric pressure, pressure trend, altitude, relative humidity, dewpoint, temperature, desity altitude, current & average wind speed, air temp, wind gusts, date/time	\$249.00	249.00
2	1	Tax	24.9	24.90
3	1	Shipping - Free if purchased from www.kestrelmeters.com	\$0.00	0.00
4				0.00
5				0.00
6				0.00
7				0.00
8				0.00

**Note:** To calculate the sub-totals and the final total, right click the cursor over the "total" shaded box. Left click on 'Update Field' and the amount should be calculated.

**TOTAL** \$ 273.90

**Important:** Grant expenditures must be approved by the grant manager and computer purchases must be approved by ITS.

FOR FISCAL USE ONLY					
#1	ACCT	FUND	ORG	PROJ	APPROVAL NP
#2	ACCT	FUND	ORG	PROJ	APPROVAL MGR
#3	ACCT	FUND	ORG	PROJ	APPROVAL DIR
NOTES, COMMENTS, OTHER ACTIONS					
TO BE ORDERED BY:		FISCAL <input type="checkbox"/>	QM <input type="checkbox"/>	UNIT <input type="checkbox"/>	PO#



# SEATTLE POLICE DEPARTMENT PURCHASE & SUPPLY REQUEST

DATE 9/29/2011

REQUESTED BY Omelanchuk	SERIAL # 6802	PHONE 206-733-9364	ORG # B611A	ORG. NAME Homeland Sec.
DELIVERY LOCATION Quartermaster		DELIVERY DATE REQUIRED		ORG. TO BE CHARGED
APPROVED BY	SERIAL #	PHONE	ORG #	
SECTION/PRECINCT COMMANDER APPROVAL		THIS FORM MUST BE COMPLETED WHEN PURCHASING ALL GOODS AND SERVICES AND MUST BE APPROVED AS REQUIRED BY DP&P 1.022-Budget, BEFORE GOODS OR SERVICES ARE ORDERED.		

B-CONTRACT NUMBER	DEPARTMENT CONTRACT NUMBER	OTHER
-------------------	----------------------------	-------

#	QUANTITY	DESCRIPTION <small>Give a detailed description including catalog used, item #, size, color, etc.</small>	UNIT PRICE	TOTAL
1	1	ICOM IC-A6 handheld aviation radio. Includes: radio, rechargeable battery pack, charger, belt clip, antenna, handstrap.	\$260.00	260.00
2	1	Tax - 10%	\$26.00	26.00
3		American Avionics - 1-800-518-5858 7023 Perimeter Road Boeing Field Seattle, WA 98108		55.60
4				0.00
5				0.00
6				0.00
7				0.00
8				0.00

**Note:** To calculate the sub-totals and the final total, right click the cursor over the "total" shaded box. Left click on "Update Field" and the amount should be calculated.

TOTAL \$ 286.00

**Important:** Grant expenditures must be approved by the grant manager and computer purchases must be approved by ITS.

FOR FISCAL USE ONLY					
#1	ACCT	FUND	ORG	PROJ	APPROVAL A/P
#2	ACCT	FUND	ORG	PROJ	APPROVAL MGR
#3	ACCT	FUND	ORG	PROJ	APPROVAL DIR

NOTES, COMMENTS, OTHER ACTIONS

TO BE ORDERED BY:	FISCAL <input type="checkbox"/>	QM <input type="checkbox"/>	UNIT <input type="checkbox"/>	PO#
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# SEATTLE POLICE DEPARTMENT PURCHASE & SUPPLY REQUEST

DATE 4/27/2011

REQUESTED BY Omelanchuk, Reuben	SERIAL # 6802	PHONE	ORG # B611A	ORG NAME Homeland Sec.
DELIVERY LOCATION Quartermaster		DELIVERY DATE REQUIRED		ORG. TO BE CHARGED
APPROVED BY	SERIAL #	PHONE	ORG #	
SECTION/PRECINCT COMMANDER APPROVAL		THIS FORM MUST BE COMPLETED WHEN PURCHASING ALL GOODS AND SERVICES AND MUST BE APPROVED AS REQUIRED BY SPD MANUAL SECTION 1.057 BEFORE GOODS OR SERVICES ARE ORDERED.		

B-CONTRACT NUMBER		DEPARTMENT CONTRACT NUMBER		OTHER	
#	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	
1	2	EF mini-stinger dual rotor indoor 2.4 ghz training R/C Helicopter Purchase from rctoy.com SKU: MINI-STINGER-RTF <a href="http://www.rctoy.com/rc-products/MINI-STINGER-RTF.html">http://www.rctoy.com/rc-products/MINI-STINGER-RTF.html</a>	\$99.95	199.90	
2	1	Shipping - Approximate cost	\$14.95	14.95	
3				0.00	
4				0.00	
5				0.00	
6				0.00	
7				0.00	
8				0.00	
			<b>TOTAL</b>	<b>\$ 214.85</b>	

**Note:** To calculate the sub-totals and the final total, right click the cursor over the "total" shaded box.  
Left click on 'Update Field' and the amount should be calculated.

**Important:** Grant expenditures must be approved by the grant manager and computer purchases must be approved by ITS.

FOR FISCAL USE ONLY					
#1	ACCT	FUND	ORG	PROJ	APPROVAL AP
#2	ACCT	FUND	ORG	PROJ	APPROVAL MGR
#3	ACCT	FUND	ORG	PROJ	APPROVAL DIR
NOTES, COMMENTS, OTHER ACTIONS					
TO BE ORDERED BY:		FISCAL <input type="checkbox"/>	QM <input type="checkbox"/>	UNIT <input type="checkbox"/>	PO#

Travel Request and Approval  
Form

Rates updated: April 2011

Click for  
EXPENSE  
PAGEClick for  
FORM  
INSTRUCT.Click for  
CROSS REF  
TABLEClick for  
MORE PER  
DIEM INFO**1. Employee Information**

Employee number: XXXXXXXXXX  
 Union local #: SPOG  
 First Name: Reuben  
 Last name: Omelanchuk  
 Work phone #: 206-733-9364  
 FAX/pager/cell #: 206-255-7593

**Type of Travel**

Reason for travel: Training

Event type code:

**Attachments**

Dept. training form: No

Registration form: No

**2. Accounting Information**

Department: Police  
 Mail Stop:  
 Department Trip #:  
 Paying Org. #:  
 Fund #:  
 Program #:  
 Account #:  
 Activity #:  
 Project #:  
 PC BU #:  
 Resource type #:  
 Resource Category #:  
 Resource Subcat. #:

**3. Travel, Event or Class Information**

Event/class name: Flight School  
 Event city/state location: Renton, WA  
 Event start date: May 15, 2012  
 Event end date: June 15, 2012  
 Rental car credit card: No Include credit card in packet?  
 Travel packet required: No If yes, enter date below.  
 Packet pick-up date:  
 Primary mode of travel: Air  
 Travel start date: May 15, 2012  
 Travel end date: June 15, 2012

**4. Event/Class Vendor Information**

Vendor name: Rainier Flight Service  
 Mailing address: 790 West Perimeter Road  
 City: Renton  
 State and zip code: WA 98057  
 Is there a cost to the department? No  
 Does registration need to be paid in advance by the department to the vendor? Yes  
 Payment amount: \$ 8,000.00  
 Payment due date: May 15, 2012  
 Pay voucher/PO#:

**5. Expense Information****Lodging Expense Allowance Information:**

Number of nights:

Number of meals: (Enter total number of each meal below)

# of Breakfasts (FPD 21%\*)

# of Lunches (FPD 23%\*)

# of Dinners (FPD 55%\*)

(Lodging rates based on Runzheimer Cost Index)

Select Runzheimer City: \*\*No City Chosen

Daily Lodging Rate:

CROSS REFERENCE table checked? No

Conference/other rate:

International rate:

**Meal Expense Allowance Information**

Federal per diem meals: Yes No If yes select city below

Select Federal Rate City: \*\*No City chosen

Daily Fed. per diem rate:

Runz.Int'l rate - Breakfast:

Runz.Int'l rate - Lunch:

Runz.Int'l rate - Dinner:

Fed. Int'l Rate - Daily:

**Meal Allowance Breakdown**

Breakfast

Lunch

Dinner

**6. Estimated Expenses**

Travel agent conf #:

Check the box at the right of each item listed below to request a cash advance or regist./tuition prepayment.

Air cost: \$ -  
 Rental car cost: \$ -  
 Other transportation: \$ -  
 Registration/tuition: \$ 8,000.00  
 Book/material cost: \$ -  
 Miscellaneous cost: \$ -

**Description of Misc. Cost (Comment Box)**

Funding from grant funds:

**Lodging Allowance**

Total lodging cost: \$ -

Total conference cost: \$ -

Total international cost: \$ -

**Meal Allowance/Per Diem**

Total Runzheimer cost: \$ -

Total Runz. Int'l cost: \$ -

Total Federal cost: \$ -

Total Federal Int'l cost: \$ -

\*Percentage of FPD (Federal Per Diem) allowed for the meal.



**7. Estimated Expense Summary**

Total ESTIMATED EXPENSE to be approved: \$ 8,000.00

MAXIMUM expense APPROVED BY SUPERVISOR: \_\_\_\_\_

Total CASH ADVANCE given to employee: \$ -

Total FEDERAL MEAL PER DIEM allowance given to employee: \$ -

Total EVENT PREPAYMENT expense to be made by accounts payable: \$ 8,000.00

Combined Total CASH ADVANCE and FEDERAL MEAL PER DIEM expenses: \$ -

Comments: Flight School funded by RDF Grant. This training is necessary to comply with FAA operator qualification requirements.

Employee's signature constitutes agreement with the trip details and estimated costs as entered above.

Employee Signature: \_\_\_\_\_

Date: 05/01/2012

**8. Cash Advance, Education Assistance, & Fire Department Training Disclaimer**

Employee's written signature constitutes agreement with conditions listed below.

**Cash Advances:** I understand that I must submit a fully itemized CLAIM FOR EXPENSES, accompanied by any unexpended portion of this advance, on or before the 15th calendar day following the above travel/class end date, in conformance with the provisions of RCW 42.24.150. I understand that any advance not fully repaid or accounted for in the time and manner specified herein, shall bear interest at the rate of ten percent per annum from the date of the default until paid. I authorize the City to withhold from my wages that amount necessary to reimburse the City of the advance in the event I fail to meet the criteria described above. (See RCW §§ 42.24.120 - 42.24.160, which address cash advances for travel.)

**Education Assistance:** I understand that I must repay the City the full amount of the advance if I fail to receive a grade of "C" or better, or, if the course does not require a formal system of grading, an official record of satisfactory completion. I hereby authorize the City to withhold from my wages that amount necessary to reimburse the City for the advance in the event I fail to meet the criteria described above.

**Fire Department Training Disclaimer:** This class is not mandatory and I am not directed to attend. I am taking this class voluntarily and do not expect compensation for the hours in which I am in the class. It is my desire to enhance my career potential with the Department via this class; this class is not intended to directly enhance my ability to perform current duties. I will not be performing work for the Seattle Fire Department while I am in this class, and the hours are outside my working hours.

Employee Signature: \_\_\_\_\_

Date: 05/01/2012

**9. Supervisor Approvals**

First &amp; Last Name: Corey Sackman

Job Title: ALCOR

Work Phone #: 4-0467

Signature: \_\_\_\_\_

Date: 5/1/12

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

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Signature: \_\_\_\_\_

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First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**1. Employee Information**

Employee number:

Union local #:

First Name:

Last name:

Work phone #:

FAX/pager/cell #:

Type of Travel:

Reason for travel:

Event type code:

Attachments:

Dept. training form:

Registration form:

**2. Accounting Information**

Department:

Mail Stop:

Department Trip #:

Paying Org. #:

Fund #:

Program #:

Account #:

Activity #:

Project #:

PC BU #:

Resource type #:

Resource Category #:

Resource Subcat. #:

**3. Travel, Event or Class Information**

Event/class name:

Event city/state location:

Event start date:

Event end date:

Rental car credit card:  Include credit card in packet?

Travel packet required:  If yes, enter date below:

Packet pick-up date:

Primary mode of travel:

Travel start date:

Travel end date:

**4. Event/Class Vendor Information**

Vendor name:

Mailing address:

City:

State and zip code:

Is there a cost to the department?

Does registration need to be paid in advance by the department to the vendor?

Payment amount:

Payment due date:

Pay voucher/PO#:

**5. Expense Information**

Lodging Expense Allowance Information:

Number of nights:

Number of meals:  (Enter total number of each meal below)

# of Breakfasts (FPD 21%):

# of Lunches (FPD 23%):

# of Dinners (FPD 56%):

(Lodging rates based on Runzheimer Cost Index)

Select Runzheimer City:

Daily Lodging Rate:

CROSS REFERENCE table checked?

Conference/other rate:

International rate:

Meal Expense Allowance Information

Federal per diem meals: ☒ Yes ☐ No if yes select city below

Select Federal Rate City:

Daily Fed. per diem rate:

Runz. Int'l rate - Breakfast:

Runz. Int'l rate - Lunch:

Runz. Int'l rate - Dinner:

Fed. Int'l Rate - Daily:

Meal Allowance Breakdown

Breakfast:

Lunch:

Dinner:

**6. Estimated Expenses**

Travel agent conf #:

Check the box at the right of each item listed below to request a cash advance or regist./tuition prepayment.

Air cost:

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Miscellaneous cost:

Description of Misc. Cost (Comment Box)

Funding from grant funds:

Lodging Allowance

Total lodging cost:

Total conference cost:

Total international cost:

Meal Allowance/Per Diem

Total Runzheimer cost:

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Employee Signature: \_\_\_\_\_

Date: 5/1/12

**9. Supervisor Approvals**

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: 5/1/12

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

First &amp; Last Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Work Phone #: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



# SEATTLE POLICE DEPARTMENT

## PURCHASE & SUPPLY REQUEST

DATE 12/27/2010

REQUESTED BY Omelanchuk, R.	SERIAL # 6802	PHONE 733-9364	ORG # B611A	ORG. NAME Homeland Sec.
DELIVERY LOCATION		DELIVERY DATE REQUIRED		ORG. TO BE CHARGED
APPROVED BY	SERIAL #	PHONE	ORG #	
SECTION/PRECINCT COMMANDER APPROVAL		THIS FORM MUST BE COMPLETED WHEN PURCHASING ALL GOODS AND SERVICES AND MUST BE APPROVED AS REQUIRED BY DP&P 1.020-Budget, BEFORE GOODS OR SERVICES ARE ORDERED.		

B-CONTRACT NUMBER	DEPARTMENT CONTRACT NUMBER	OTHER
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#	QUANTITY	DESCRIPTION <small>Give a detailed description including catalog used, item #, size, color, etc.</small>	UNIT PRICE	TOTAL
1	2	Round-Trip Airfare Seattle, WA (SEA) to Saskatoon, Canada (YXE) via Alaska Airlines.	\$1,000.00	2000.00
2	1	2-Nights, 3-Days lodging (two person occupancy room)	\$400.00	400.00
3	1	Car Rental (economy class) to be used for travel between airport, hotel & training facility.	\$140.00	140.00
4	2	Daily Per-Diem rates for two adults.	\$150.00	300.00
5		DraganFly - 1-800-979-9794 2108 St. George Avenue Saskatoon, SK S7M0K7 Canada		0.00
6				0.00
7				0.00
8				0.00

**Note:** To calculate the sub-totals and the final total, right click the cursor over the "total" shaded box. Left click on "Update Field" and the amount should be calculated.

**TOTAL** \$2,840.00

**Important:** Grant expenditures must be approved by the grant manager and computer purchases must be approved by ITS.

FOR FISCAL USE ONLY					
#1	ACCT	FUND	ORG	PROJ	APPROVAL A/P
#2	ACCT	FUND	ORG	PROJ	APPROVAL MGR
#3	ACCT	FUND	ORG	PROJ	APPROVAL DIR

NOTES, COMMENTS, OTHER ACTIONS

TO BE ORDERED BY:	FISCAL <input type="checkbox"/>	QM <input type="checkbox"/>	UNIT <input type="checkbox"/>	PO#
-------------------	---------------------------------	-----------------------------	-------------------------------	-----

## Omelanchuk, Reuben

---

**From:** Roger Powers [rpowers@fhslc.com]  
**Sent:** Thursday, August 25, 2011 2:04 PM  
**To:** Omelanchuk, Reuben  
**Subject:** AUVSI Follow up

Dear Reuben,

Jessica gave me your business card and indicated you may be interested in our helicopters for your security operations and missions. I would love to work with you in Seattle having lived on Bainbridge Island and Seattle for many years.

We do have a range of small to medium size (all under 55 pounds) helicopters, electric and gas, with endurance of 30 minutes to 6 hours. Please let me know what your requirements are and we can see if we can meet it. Any camera or payload you wish is our speciality, if not one of our already integrated systems, we can easily integrate any system you need.

We also have obtained several Certificate of Authorization on our systems for other Public Entities, and could assist you in getting one in your area if you would like.

Best regards,

Roger Powers  
President & CEO  
Flint Hills Solutions  
www.fhslc.com  
316-775-1118

## Omelanchuk, Reuben

---

**From:** Roger Powers [rpowers@fhsllc.com]  
**Sent:** Monday, August 29, 2011 11:20 AM  
**To:** Omelanchuk, Reuben  
**Cc:** Britt, James  
**Subject:** Re: AUVSI Follow up

Dear Reuben,

Please see our response to your requirements below:

On Aug 29, 2011, at 11:09 AM, Omelanchuk, Reuben wrote:

> Hello Roger,  
>  
> Thanks for the follow-up email. I appreciate it.  
>  
> I looked at the website and found the specs for your airframes and noticed that you have a couple LiPo options which is something that we are looking at for our department use.  
> Some of the items to note:  
> - We need to be able to obtain a COA by the FAA with this airframe

Our Electric 420s have received COAs in the past, so thats a good testimate to its "airworthiness". Did you see the video? <http://www.youtube.com/watch?v=XY006wKhda8>

> - Needs to fly in inclement weather (rain, wind, etc...)

Electrics have been flown in 30 MPH Winds. We have not tested it to winds beyond that but they probably can up to 40 mph but wouldnt recommend.. Flying any rotor wing in rain is possible but requires industrialized servos and some water proofing adding some costs. FHS has not flight tested our system in pouring rain but in high humidity and light sprinkles should be ok.

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We can place any camera you want and have successfully integrated high optical zoom, HD cameras as well as EO/IR Tase Gimbal stabilized cameras. We have also flown a PID gas detector mounted under the skid.

> - Remote viewing capable (base station for incident command or other units)

With digital TX/RX the ability to view remotely line of sight up to a few miles is well within capability at a relatively low cost. Anyone dialed into the frequency and is within range can view remotely. Video can be encrypted.

> - Rapid deployable (under 5 minutes)

With training, the helicopter can be deployed in 5 minutes, easy.

> - Flight time of 20 minutes minimum

Standard.

> - Multiple safety features and redundant safety features



Having gone through the FAA process, we meet these requirements. Our checklists are safety and preservation of the Air Vehicle oriented. Standard features like lost link, auto land.

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A demo would be possible. This would have to be a real funded opportunity for us to absorb the costs.

>

> I'm interested in knowing more about your airframe so that I can pass it along to the decision makers for our next UAS purchase.

>

> Thank you,  
> R. Omelanchuk #6802  
> (206) 733-9364  
> Seattle Police Department  
> Homeland Security

>

>

> -----Original Message-----

> From: Roger Powers [<mailto:rpowers@fhslc.com>]

> Sent: Thursday, August 25, 2011 2:04 PM

> To: Omelanchuk, Reuben

> Subject: AUVSI Follow up

>

> Dear Reuben,

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> (206) 733-9364  
> Seattle Police Department  
> Homeland Security

>  
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> [www.fhslc.com](http://www.fhslc.com)  
> 316-775-1118

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Thursday, September 29, 2011 8:21 AM  
**To:** Roger Powers  
**Subject:** RE: AUVSI Follow up

Good Morning Roger,

Thank you for your responses. I am following up on emails and noticed that I had not replied to your response although I had read through them. Just so you are aware, I have been told that there is funding for this but I'm low on the ladder and am not privy to the amount, where it is coming from or how secure it is. We are attempting to stand up a UAS unit and we have already acquired two airframes. With their limitations I am looking at bigger, better and subsequently, costlier.

I will be putting together your response and brochures and sending it up the chain for review.

Are there any LE agencies that have used your airframes that we could speak to?

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

-----Original Message-----

**From:** Roger Powers [mailto:rpowers@fhslc.com]  
**Sent:** Monday, August 29, 2011 11:20 AM  
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**Cc:** Britt, James  
**Subject:** Re: AUVSI Follow up

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> Sent: Thursday, August 25, 2011 2:04 PM

> To: Omelanchuk, Reuben

> Subject: AUVSI Follow up

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> [www.fhslc.com](http://www.fhslc.com)

> 316-775-1118

## **Omelanchuk, Reuben**

---

**From:** Roger Powers [rpowers@fhsllc.com]  
**Sent:** Monday, August 29, 2011 1:50 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Re: AUVSI Follow up  
**Attachments:** FHS Brochure.pdf; ATT00001.txt

Our commercial brochure.

On Aug 29, 2011, at 11:09 AM, Omelanchuk, Reuben wrote:

> Hello Roger,

## Omelanchuk, Reuben

---

**From:** Roger Powers [rpowers@fhslc.com]  
**Sent:** Monday, August 29, 2011 1:57 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Re: AUVSI Follow up  
**Attachments:** heavy fuel1.jpg; ATT000001.txt

Attached is our 620, long endurance (4-6 hours) and fuel injection for altitude in cold altitude environments. Only one of its kind under 55 pounds in the world.

On Aug 29, 2011, at 11:09 AM, Omelanchuk, Reuben wrote:



## Omelanchuk, Reuben

---

**From:** Roger Powers [rpowers@fhslc.com]  
**Sent:** Thursday, October 13, 2011 7:54 AM  
**To:** Omelanchuk, Reuben  
**Subject:** Re: AUVSI Follow up

Reuben,

Would you be open to myself calling you today and discussing the systems directly. I would really like to understand your requirements and help you get the system that best meets those requirements. I want to focus my team the next few weeks/months on your organization.

Regards,

Roger

On Sep 29, 2011, at 10:21 AM, Omelanchuk, Reuben wrote:

> Good Morning Roger,  
>  
> Thank you for your responses. I am following up on emails and noticed that I had not replied to your response although I had read through them. Just so you are aware, I have been told that there is funding for this but I'm low on the ladder and am not privy to the amount, where it is coming from or how secure it is. We are attempting to stand up a UAS unit and we have already acquired two airframes. With their limitations I am looking at bigger, better and subsequently, costlier.  
>  
> I will be putting together your response and brochures and sending it up the chain for review.  
>  
> Are there any LE agencies that have used your airframes that we could speak to?  
>  
> Thank you,  
> R. Omelanchuk #6802  
> (206) 733-9364  
> Seattle Police Department  
> Homeland Security  
>  
>  
> -----Original Message-----  
> From: Roger Powers [mailto:rpowers@fhslc.com]  
> Sent: Monday, August 29, 2011 11:20 AM  
> To: Omelanchuk, Reuben  
> Cc: Britt, James  
> Subject: Re: AUVSI Follow up  
>  
> Dear Reuben,  
>  
> Please see our response to your requirements below:  
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>  
> On Aug 29, 2011, at 11:09 AM, Omelanchuk, Reuben wrote:  
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>> Hello Roger,

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>> Thanks for the follow-up email. I appreciate it.

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>> I looked at the website and found the specs for your airframes and noticed that you have a couple LiPo options which is something that we are looking at for our department use.

>> Some of the items to note:

>> - We need to be able to obtain a COA by the FAA with this airframe

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> Our Electric 420s have received COAs in the past, so thats a good testimate to its "airworthiness". Did you see the video? <http://www.youtube.com/watch?v=XY006wKhda8>

>

>> - Needs to fly in inclement weather (rain, wind, etc...)

>

> Electrics have been flown in 30 MPH Winds. We have not tested it to winds beyond that but they probably can up to 40 mph but wouldnt recommend.. Flying any rotor wing in rain is possible but requires industrialized servos and some water proofing adding some costs. FHS has not flight tested our system in pouring rain but in high humidity and light sprinkles should be ok.

>

>> - Payload capable (still, video, flir and possibly CBRNe and drop items)

>

> We can place any camera you want and have successfully integrated high optical zoom, HD cameras as well as EO/IR Tase Gimbal stabilized cameras. We have also flown a PID gas detector mounted under the skid.

>

>> - Remote viewing capable (base station for incident command or other units)

>

> With digital TX/RX the ability to view remotely line of sight up to a few miles is well within capability at a relatively low cost. Anyone dialed into the frequency and is within range can view remotely. Video can be encrypted.

>

>> - Rapid deployable (under 5 minutes)

>

> With training, the helicopter can be deployed in 5 minutes, easy.

>

>> - Flight time of 20 minutes minimum

>

> Standard.

>

>> - Multiple safety features and redundant safety features

>

> Having gone through the FAA process, we meet these requirements. Our checklists are safety and preservation of the Air Vehicle oriented. Standard features like lost link, auto land.

>

>> - The possibility of pontoons (so that the airframe is not lost in case of water landing) or parachute

>

> This is an open helicopter. We have never landed on water. We could investigate and flight test something but it would add weight and drag to the helicopter.

>>

>> That's just a quick rundown of what we are looking for and I would like to start discussing how your airframe(s) can work for our department. I think a question will be asked of me will be if you would be willing to provide a demo flight at our location... may want to think of that.

>

> A demo would be possible. This would have to be a real funded opportunity for us to absorb the costs.

>>  
>> I'm interested in knowing more about your airframe so that I can pass it along to the decision makers for our next UAS purchase.  
>>  
>> Thank you,  
>> R. Omelanchuk #6802  
>> (206) 733-9364  
>> Seattle Police Department  
>> Homeland Security  
>>  
>>  
>> -----Original Message-----  
>> From: Roger Powers [mailto:rpowers@fhsllc.com]  
>> Sent: Thursday, August 25, 2011 2:04 PM  
>> To: Omelanchuk, Reuben  
>> Subject: AUVSI Follow up  
>>  
>> Dear Reuben,  
>>  
>> Jessica gave me your business card and indicated you may be interested in our helicopters for your security operations and missions. I would love to work with you in Seattle having lived on Bainbridge Island and Seattle for many years.  
>>  
>> We do have a range of small to medium size (all under 55 pounds) helicopters, electric and gas, with endurance of 30 minutes to 6 hours. Please let me know what your requirements are and we can see if we can meet it. Any camera or payload you wish is our speciality, if not one of our already integrated systems, we can easily integrate any system you need.  
>>  
>> We also have obtained several Certificate of Authorization on our systems for other Public Entities, and could assist you in getting one in your area if you would like.  
>>  
>> Best regards,  
>>  
>> Roger Powers  
>> President & CEO  
>> Flint Hills Solutions  
>> www.fhsllc.com  
>> 316-775-1118  
>

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Thursday, October 13, 2011 11:06 AM  
**To:** Roger Powers  
**Subject:** RE: AUVSI Follow up

Hi Roger,  
Today, unfortunately, I'm not in the office and am not available. Tomorrow morning would work best, before I head out. Before 10 am PST would be best. If I am not there I will more than likely have just stepped out for a cup of coffee and would be back shortly.

My desk number is 206-733-9364.

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security

---

**From:** Roger Powers [rpowers@fhsl1c.com]  
**Sent:** Thursday, October 13, 2011 7:53 AM  
**To:** Omelanchuk, Reuben  
**Subject:** Re: AUVSI Follow up

Reuben,

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Regards,

Roger

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> Thank you for your responses. I am following up on emails and noticed that I had not replied to your response although I had read through them. Just so you are aware, I have been told that there is funding for this but I'm low on the ladder and am not privy to the amount, where it is coming from or how secure it is. We are attempting to stand up a UAS unit and we have already acquired two airframes. With their limitations I am looking at bigger, better and subsequently, costlier.  
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> I will be putting together your response and brochures and sending it up the chain for review.  
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> Are there any LE agencies that have used your airframes that we could speak to?  
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> R. Omelanchuk #6802  
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> Seattle Police Department  
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> From: Roger Powers [mailto:rpowers@fhsllc.com]  
> Sent: Monday, August 29, 2011 11:20 AM  
> To: Omelanchuk, Reuben  
> Cc: Britt, James  
> Subject: Re: AUVSI Follow up  
>  
> Dear Reuben,  
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> Please see our response to your requirements below:  
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>> Hello Roger,  
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>> - Needs to fly in inclement weather (rain, wind, etc...)  
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> Electrics have been flown in 30 MPH Winds. We have not tested it to winds beyond that but they probably can up to 40 mph but wouldnt recommend.. Flying any rotor wing in rain is possible but requires industrialized servos and some water proofing adding some costs. FHS has not flight tested our system in pouring rain but in high humidity and light sprinkles should be ok.  
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>> - Payload capable (still, video, flir and possibly CBRNe and drop items)  
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>> - Remote viewing capable (base station for incident command or other units)  
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> With digital TX/RX the ability to view remotely line of sight up to a few miles is well within capability at a relatively low cost. Anyone dialed into the frequency and is within range can view remotely. Video can be encrypted.  
>  
>> - Rapid deployable (under 5 minutes)  
>  
> With training, the helicopter can be deployed in 5 minutes, easy.  
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>> - Flight time of 20 minutes minimum  
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> Standard.  
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>> - Multiple safety features and redundant safety features

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> Having gone through the FAA process, we meet these requirements. Our checklists are safety and preservation of the Air Vehicle oriented. Standard features like lost link, auto land.  
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>> We also have obtained several Certificate of Authorization on our systems for other Public Entities, and could assist you in getting one in your area if you would like.  
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>> Roger Powers  
>> President & CEO  
>> Flint Hills Solutions  
>> www.fhslc.com  
>> 316-775-1118  
>



## Omelanchuk, Reuben

---

**From:** Roger Powers [rpowers@fhsl1c.com]  
**Sent:** Tuesday, February 28, 2012 7:49 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Re: AUVSI Follow up

enjoy.

[http://www.youtube.com/watch?v=n3ueRSYkUls&list=UUBKW\\_zifHoYRckr7LgPGVMQ&index=2&feature=plpp\\_video](http://www.youtube.com/watch?v=n3ueRSYkUls&list=UUBKW_zifHoYRckr7LgPGVMQ&index=2&feature=plpp_video)

On Oct 13, 2011, at 1:05 PM, Omelanchuk, Reuben wrote:

> Hi Roger,  
> Today, unfortunately, I'm not in the office and am not available. Tomorrow morning would work best, before I head out. Before 10 am PST would be best. If I am not there I will more than likely have just stepped out for a cup of coffee and would be back shortly.

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> Homeland Security

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>> (206) 733-9364

>> Seattle Police Department

>> Homeland Security

>>

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>> From: Roger Powers [mailto:rpowers@fhsl1lc.com]

>> Sent: Monday, August 29, 2011 11:20 AM

>> To: Omelanchuk, Reuben

>> Cc: Britt, James

>> Subject: Re: AUVSI Follow up

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>>> Best regards,

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>>> Roger Powers  
>>> President & CEO  
>>> Flint Hills Solutions  
>>> [www.fhsllc.com](http://www.fhsllc.com)  
>>> 316-775-1118

## Sales Quotation



Customer: 1000384

SGT RICHARD WILLIAMS  
SAN DIEGO COUNTY SHERIFF'S DEPT HDT/TNT  
SPECIAL INVESTIGATIONS DIVISION  
5500 OVERLAND AVENUE, SUITE330  
SAN DIEGO CA 92123  
UNITED STATES

Phone: (619) 478-2041

Datron World Communications, Inc.  
3030 Enterprise Court  
Vista CA 92081  
(760) 597-1500

Country of Ultimate Destination: USA

End User: SAN DIEGO SHERIFF DEPT

INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2011-0271	GSA - Net 30	7/28/2011	10/26/2011	ZEIGLER, JR., GEORGE T.	USD
Line	Quantity	UoM	Item	Unit Price	Extended Price
20	1	EA	DTSC-0001 SCOUT,COMPLETE SYSTEM	92,222.00	92,222.00
30	1	EA	DTSC-0018 640X480 GIMBALED THERMAL CAMERA,SCOUT <i>This item is controlled by the U.S. Department of State and requires appropriate authorization prior to export from the United States.</i>	23,577.00	23,577.00
40	1	EA	DTSC-0020 10X ZOOM,MONOCHROME,LOW LIGHT,SCOUT	11,788.00	11,788.00
50	1	EA	TRAINING TECHNICAL TRAINING OPERATOR LEVEL TRAINING AT DWC VISTA, CA FACILITY	3,500.00	3,500.00

FOR FOUR (4) ENGINEER/TECHNICIAN STUDENTS FOR TWO (2) DAYS.

INSTRUCTION GIVEN IN THE ENGLISH LANGUAGE.

TRANSLATOR, IF REQUIRED IS THE RESPONSIBILITY OF THE CUSTOMER.

COST INCLUDES:

1 INSTRUCTOR

CLASSROOM AND LAB FACILITIES

COURSE MATERIALS (USE & SHIPPING)

TECHNICAL MANUALS (USE & SHIPPING)

ALL TRAVEL AND LOGING EXPENSES ARE THE RESPONSIBILITY OF THE CUSTOMER.

LEAD TIME: 8 WEEKS ARO

Quote Amount:	131,087.00
Sales Tax:	0.00
Misc Charges:	0.00
Total Amount:	131,087.00

## Sales Quotation



Customer: 1000384

SGT RICHARD WILLIAMS  
SAN DIEGO COUNTY SHERIFF'S DEPT HIDT/TNT  
SPECIAL INVESTIGATIONS DIVISION  
5500 OVERLAND AVENUE, SUITE330  
SAN DIEGO CA 92123  
UNITED STATES

Phone: (619) 478-2041

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3030 Enterprise Court  
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Country of Ultimate Destination: USA

End User: SAN DIEGO SHERIFF DEPT

INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2011-0271	GSA - Net 30	7/28/2011	10/26/2011	ZEIGLER, JR., GEORGE T.	USD

# DATRON PROPRIETARY

## Sales Quotation



Customer: 1000497

ATTN: SGT RUBEN OMELANCHUK  
SEATTLE POLICE DEPARTMENT-HOMELAND SECURITY  
610 5TH AVE  
PO BOX 34986  
SEATTLE WA 98124-4986  
UNITED STATES

Phone: (206) 733-9364

Datron World Communications, Inc.  
3055 Enterprise Court  
Vista CA 92081  
(760) 597-1500

Country of Ultimate Destination: USA

End User: SEATTLE POLICE DEPARTMENT

INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2012-0151	GSA - Net 30	4/13/2012	7/12/2012	ZEIGLER, JR., GEORGE T.	USD
Line	Quantity	UoM	Item	Unit Price	Extended Price
10	0	EA	NOTE PLEASE TAKE NOTE OF FOLLOWING: THESE ITEMS ARE AVAILABLE ON GSA CONTRACT # GS-03F-0019L UNLESS NOTED OTHERWISE.	0.00	0.00
20	1	EA	NOTE***REFURBISHED SYSTEM - SPECIAL PARTNERSHIP PRICING (DETAILS TO BE EXPRESSED SEPARTELY) DTSC-0001 SCOUT,COMPLETE SYSTEM A. FLYER BODY B. 5MP, 2-AXIS GIMBALED, DOME CAMERA C. BASE STATION BODY WITH 900MHZ RF ANTENNA D. TABLET PC WITH MISSION CONTROL STATION SOFTWARE E. LI-POLMER RECHARGEABLE BATTERIES-6EA F. ROTOR ARMS 4EA CLOCKWISE G. ROTOR ARMS 4EA COUNTER-CLOCKWISE H. LEGS 6EA STANDARD/2EA WITH RF ANTENNA I. THREE BAY RAPID CHARGER J. TRAVEL CASES - MISSION AND ACCESSORIES	75,000.00	75,000.00
30	1	EA	TRAINING TECHNICAL TRAINING NO-CHARGE TRAINING, ONSITE AT USER LOCATION. WILL PROVIDE INSTRUCTION TO 4 USERS OVER THREE WORKING DAYS.	0.00	0.00
				Quote Amount:	75,000.00
				Sales Tax:	0.00
				Misc Charges:	0.00
				Total Amount:	75,000.00

# Sales Quote

## Leptron Industrial Robotic Helicopters Inc

DATE: 8-8-11

3483 Airport Road A12, Ogden UT, 84405  
Phone : 303.816.7285 (o) 713.516.8052 (c)  
Contact : Scott Heath sheath@leptron.com

PURCHASER Attn: Seattle PD

SHIP SAME AS PURCHASER  
TO

PAYMENT TERMS	SHIPPING TERMS	DELIVERY DATE
Quote good for 30 days	FOB - Leptron, Ogden, UT	TBD

QTY	DESCRIPTION	UNIT PRICE	DEALER PRICE
2 Units	<b>Professional I Package: Leptron Electric Avenger (20 Min Flight Time 5 Min Safety) 1-2 Mile Radius</b>	\$65,258.33	\$130,516.00
1	JR R/C Radio and wall charger	Included	
1	GPS: Upgraded LP1, and Glosnas with antennae	Included	
1	Full Electric Panel, LCD, SD Memory Card. Set Carbon Fiber RotoTech 830 MM and matching tail rotors. Dual Motors - Separate motors for Main and Tail 10 HP total. Upgraded Servos and Motors, Upgraded direct drive tail shaft, Upgraded titanium links, extended tail boom and full carbon fiber airframe.	Included	
1	Autopilot - Integrated autopilot with capability for Ground station software (Option extra item) and ability to fly in 'Sticks' or 'Laptop' mode (No Laptop)	Included	
1 Unit	<b>Ground Station Kit</b> - (1) Ground Station Software (No Laptop) (1) Ground station Module that includes: (1) GPS antennae (1) 900 MHz antennae (1) Power Cable (1) channel, (1) built in 2 hr battery backup	\$6,942.38	OPTIONAL
1 Unit	<b>General Dynamics Military Grade Laptop</b> - (1) GD8000 : Dual Core, 13.3" Daylight LCD (1) Power charging Chord (1) Stylus	\$5,800.00	OPTIONAL
1 Unit	<b>Tactical Front Mount Camera Gimbal:</b> Front Mounted tactical gimbal with heavier camera mounting, Upgraded quick connect mounts for 2 sets of camera equipment (1) Gimbal Batteries (1) Nikon Remote Shutter (1) Sony Shutter (1) JR RC Transmitter/Rx Radio.	\$4,859.66	\$4,859.66
1 Unit	<b>Wireless Video - LCD Monitor Level I (.5 mile Trx/Rx Radius):</b> (1) 10" Daylight LCD, Pair (2) 1 Watt 1.2 GHz Trx/Rcx, (1) Tripod, (1) 6,500 battery (1) Hard Shell Case	\$4,304.27	\$4,304.27
1 Unit	<b>Law Enforcement Training I</b> - 5 Day class in Utah for 2 people. Additional people are \$1,500.00 per person. Includes 2 Trainer MCX helicopters for each person	\$6,942.38	\$6,942.38
1 Unit	<b>Law Enforcement Training II:</b> 5 Day class at Customer Site for 2 people. Class includes Ground Station training and customized field missions. Additional people are \$1,500.00 per person.	\$6,942.38	\$6,942.38
1 Unit	<b>Sony HD Camera:</b> HDR-CX550V HD Video with 10x optical/120x digital zoom; Optical Steady Shot image stabilization, (1) Charger (1) Battery (1) Cables	\$1,600.00	OPTIONAL
1 Unit	<b>Law Enforcement Silver Maintenance</b> - 4 quarterly tune-ups that include, full cleaning, tuning, motor checks, blade tuning and other mechanical checks. Includes new parts upgrades and does not include repairs/parts from misuse or wrecks. Included inspection and tuning for wireless video system. Does not include replacement for crashes. (1) Yearly upgrade of software upgrades, mechanical upgrades and testing	\$8,330.85	\$8,330.85
4 Units	<b>Avenger Flight Batteries</b> - Flight Batteries: (1) Set - (4) x 8,000's (1) Tail 4,000 (1) double 1,300 FCS battery	\$4,332.04	\$17,328.16
1 Unit	<b>Avenger Shipping Case:</b> Armored Anvil Avenger Case : (1) Armored Anvil Shipping case with foam casing for Avenger Helicopter	\$2,188.00	OPTIONAL

- All Orders require a 50% Down payment before starting.
- A signed PO accepts the prices, terms, Delivery method, and specifications listed above

TOTAL \$179,223.51



Total Lease Amount: **\$179,223.51**

Features of the Lease/Purchase

- Lease/Purchase financing is not considered debt
- Does not require voter approval
- Incurs no Issuance Cost
- Provides Immediate Funding

Below is the approximate Monthly Payment

24 Month	36 month	48 Month	60 Month
\$ 7,994.84	\$ 5,447.83	\$ 4,173.44	\$ 3,409.51



## LEPTRON INDUSTRIAL ROBOTIC HELICOPTER COA EQUIPMENT LEASE AGREEMENT

THIS EQUIPMENT LEASE ("Lease") AGREEMENT is made and effective as of May 7, 2012, by and between Leptron Industrial Robotic Helicopters, Inc. ("Lessor") and Seattle Police Department/Homeland Security ("Lessee").

WHEREAS, Lessor desire to lease certain equipment to Lessee; AND

WHEREAS, Lessee desires to lease certain equipment from Lessor;

NOW THEREFOR, in consideration of the mutual covenants and promises hereinafter set forth, the parties hereto agree as follows:

1. **Equipment:** Lessor hereby leases to Lessee, and Lessee hereby leases from Lessor, the following described equipment:

1.1 **Avenger helicopter:** (1 each) Leptron Avenger electric helicopter as described in the attached detailed quote.

2. **Term:** The term of this lease is for a period of Six (6) Months, commencing May 1, 2012 and ending November 1, 2012. Should Lessor and Lessee mutually agree to extend the term of this agreement, the extension shall be in equal terms as agreed to in this section. Lessee agrees to pay the stated lease amount described in section 3 of this agreement at the beginning of the agreement and at the beginning of any and all extension(s). There shall be no proration for "time not used" or early termination by Lessee.

3. **Lease Amount:** The lease amount shall be \$30.00 per Month, and shall be due and payable at the time this lease agreement signed and accepted by all parties.

4. **Ownership:** The equipment is, and shall be and remain at all times the sole and exclusive property of Lessor. Lessee shall have no right, title or interest therein or thereto except as expressly set forth in this agreement.

5. **Possession:** Lessee has limited right of possession of equipment. Lessee's only right of possession will be during and under the specific authority, direct supervision of, and in the physical presence of the Lessor. Lessor will retain physical possession of all equipment unless and until requested by Lessee or until alternate direction is provided by Lessee.

6. **No Assignment:** Lessee shall not assign this agreement or its interests in the equipment without prior written consent of Lessor.

7. **Shipping of Equipment:** Lessee is responsible for shipping all equipment and supplies to and from Lessee's location. All Equipment is FOB Leptron, Golden, CO. Lessor will only ship equipment specified by Lessee, only at a time specified by Lessee and only in a manner specified by Lessee, and only by written request from Lessee approved and agreed to in writing by Lessor.

**8. Surrender:** Upon expiration or termination of this agreement, Lessee shall surrender all equipment to Lessor in good repair, condition and working order, ordinary wear and tear resulting from proper use thereof alone accepted, by delivering the equipment at Lessee's cost and expense, to Leptron's Ogden, UT facility or to another location specified by Lessor.

**9. Use of Equipment:** The purpose of this lease is to satisfy a FAA COA requirement. As such, the leased equipment shall only be available for this purpose during the term of this lease. The equipment shall only be used under Leptron's direct supervision and in accordance with Leptron's Standard Practices as specifically expressed in Leptron's approved Flight Training classes. The equipment is not to be used for training purposes or training classes. The Lessee will provide their own Leptron Avenger for training classes and exercises. There are no warranties on the equipment, expressed or implied in any way including but not limited to implied warranties of merchantability and/or fitness for a particular purpose, except that Lessor warrants that Lessee has the right to lease the equipment as provided in this lease agreement. Lessor agrees to provide relevant and necessary technical and flight data to Lessee, upon written request, for the sole purpose of completion of the mandated FAA Certificate of Authorization (COA) application.

**10. Loss, Damage, Repairs:** No loss, damage and/or repairs to and/or by equipment shall impair or limit in any way any obligation of Lessee under this agreement and this agreement shall continue in full force and effect through the entire term of this agreement. During the term of this Lease, Lessor shall be responsible for any and all loss, damage and/or repairs of, and to any and all equipment that is in the possession of Lessor, at the location of the Lessor that has not been shipped to Lessee.

**10.1 Loss:** Lessee shall bear the full risk of loss of equipment that has been shipped to Lessee. Lessor shall bear the full risk of loss of equipment in the possession of Lessor, not shipped to Lessee. If, while in the control of Lessee, any equipment is lost or stolen, the Lessee agrees that within 30 days of loss, Lessee will pay Leptron the full price of replacement that Lessee would have paid to Leptron if Lessee would have purchase the equipment new from Leptron. Should the equipment later be recovered, the recovered equipment shall at that point become the property of the Lessee.

**10.2 Damage:** During the time any equipment is in the control of Lessee, should the equipment become damaged in any way, for any reason, in any event, by any person(s), by any and every cause whatsoever, the Lessee will bear full risk of damage. In the event of any damage whatsoever, the Lessee shall notify the Lessor and the Lessor will repair any and all damage at the expense of the Lessee at Leptron's current, regular and customary shop, parts and supply rates. Lessor shall bear responsibility for any and all damage while equipment is in the possession of Lessor.

**10.3 Repairs:** Leptron is the only entity authorized to do any repair to the equipment and shall do so as stated in section 10.2 of this agreement. Should repairs be required, Lessee agrees to pay all packing and shipping charges both to and from the location of the equipment to Leptron's facility in Golden, CO. Lessor shall be responsible and liable for all equipment during the time Lessor has possession of equipment. Lessee shall only be responsible for equipment that is in the control of Lessee.

**11. Insurance:** Lessee shall procure and continuously maintain, at Lessee's expense combined public liability and property damage insurance with limits as approved by or considered to be "Standard" within the city, county, state or area in which Lessee will store, transport and use the equipment. Lessee shall include Lessor as a co-insured on such Insurance policy. Lessee shall provide Lessor with a copy of such insurance policy as evidence of coverage. Should the Lessee be a governmental agency or entity which is considered self-insured, Lessee warrants and guarantees to Lessor that Lessor is also covered under the Lessee's self-insurance policy, regulation or governmental mandate and will provide Lessor proper written evidence of same.

**12. Indemnity:** Lessee shall indemnify Lessor against, and hold Lessor harmless from, any and all claims, actions, suits, proceedings, costs, expenses, damages and liability, including reasonable attorney's fees and costs arising out of, connected with, or resulting from any and all use of the equipment by the Lessee, including without limitation the delivery, possession and return of the equipment. Lessor shall indemnify Lessee against, and hold harmless from, any and all claims, actions, suits, proceedings, costs, expenses, damages and liability, including any reasonable attorney's fees and costs arising out of, connected with, or resulting from any and all use of the equipment by the Lessor.

**13. Taxes:** Lessee shall keep the equipment free and clear of all levies, liens and encumbrances. Lessee or Lessor, at Lessee's expense, shall report, pay and discharge, when due, any and all license, registration fees, assessments, sales, use and property taxes arising out of receipts from use or operation or possession of the equipment, and any other taxes, fees and governmental charges similar or dissimilar to the foregoing together with any penalties or interest thereon imposed by any governmental agency or department whether any such charge is imposed against or in the name of Lessee or Lessor. However, Lessee has the right to contest any proceeding(s) tax or any charge and should Lessee prevail in that contest, Lessee has the right of recovery of said funds.

**14. Headings:** Headings used in this agreement are provided for convenience only and shall not be used to construe meaning or content.

**15. Entire Agreement:** This agreement constitutes the entire agreement between the parties on the subject matter hereof and it shall not be amended, altered or changed except by written addenda agreed to and signed by all parties of this agreement.

**16. Severability:** Should any part of this agreement be rendered or declared invalid by a court of competent jurisdiction of any state or other legal jurisdiction, such invalidation of such part or portion of this agreement shall not invalidate the remaining portions thereof, and they shall remain in full force and effect. It is further agreed that if part of this agreement is determined invalid, either party may open negotiations solely with respect to a substitute for such Article, Section, or portion, within two (2) weeks after a ruling has been made.

**17. Electronic Transmission and Counterparts:** Electronic transmission (including email and fax) of a signed copy of this agreement, any addenda, and the retransmission of any signed electronic transmission shall be the same as delivery of an original. This agreement and any addenda may be executed in counterparts.

**18. Authority of Signers:** If Lessor or Lessee is a corporation, partnership, trust, estate, Limited Liability Company, government agency or department or other entity, the person signing this agreement on its behalf warrants his or her authority to do so and to bind Lessor or Lessee.

**19. Governing Law:** This agreement shall be construed and enforced according to the laws of the State of Colorado.

**20. Notices:** Service of all notices under this agreement shall be sufficient if provided in writing, hand delivered or by certified mail, return receipt requested, postage prepaid, to the address hereinafter set forth, or to such address as each party may provide in writing from time to time.

If to Lessor:

Leptron Industrial Robotic Helicopters, Inc.  
801 Brickyard Circle #A  
Golden, CO 80403

If to Lessee:

Seattle Police Department  
Homeland Security  
610 Fifth Avenue  
PO Box 34986  
Seattle, WA 98124-4986

**Lessor Signature Block:**

Leptron Industrial Robotic Helicopters, Inc.

Signature: \_\_\_\_\_

Name: John Oakley

Title: CEO

Date: May 7, 2012

Signature: \_\_\_\_\_

Name: David Scott Heath

Title: President

Date: May 7, 2012

**Lessee Signature Block:**

Seattle Police Department  
Homeland Security

Signature: \_\_\_\_\_

Name: P. McDonagh

Title: Assistant Chief

Date: May 7, 2012

## Omelanchuk, Reuben

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Monday, April 09, 2012 3:22 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Datron Scout Micro UAS

Sgt Omelanchuk,

Thank you for your increased interest in the Datron Scout Micro UAS. Truly a durable platform that functions when others don't!

I briefly discussed the partnering opportunity between Seattle PD and our VP of Sales last Thursday. I am awaiting final details from him on how to price a 'special' system for you. Recently we initiated a nationwide campaign to provide special systems and services to users at reduced rates. As part of the partnership arrangement, there are certain expectations we would like to experience which will be outlined in a separately.

To better serve our customers we partnered with a leasing company that services governmental entities and now can offer attractive lease rates to municipalities. I will submit new information to you as soon as I can.

Many thanks,

George T. Zeigler Jr. | Datron World Communications, Inc.  
Mobile: 760-470-7486

---

-----Original Message-----

**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov] **Sent:** Monday, April 09, 2012 8:27 AM **To:** Zeigler, George **Cc:** Britt, James **Subject:** FW: Let's make a deal

Hi George,

Jim and I have a briefing w/ A/C McDonagh tomorrow and I'm wondering if there might be something for me to brief him on.

Thank you,

R. Omelanchuk #6802

(206) 733-9364

Seattle Police Department

Homeland Security

---

-----Original Message-----

From: Omelanchuk, Reuben Sent: Wednesday, April 04, 2012 10:32 AM To: gzeigler@dtwc.com Cc: Britt, James Subject: Let's make a deal

Hi George!

My Lt. came in and said I need to talk to you. Apparently Datron wants to give us a complete system. I know we cannot accept so let's make a sweet deal. What do you have in mind?

I am on the road today but will have access to email.

Reuben



## Omelanchuk, Reuben

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Friday, April 13, 2012 10:43 AM  
**To:** Omelanchuk, Reuben  
**Subject:** Datron Scout Micro UAS

Reuben,  
Is this mailing address suitable?

Seattle Police Department  
Justice Center  
UAS Section - Sgt R. Omelanchuk  
610 5<sup>th</sup> Ave  
M/S: PO Box 34986  
Seattle, WA 98124-4986

Thanks,  
George T. Zeigler Jr. | Datron World Communications, Inc.  
Mobile: 760-470-7486

---

**From:** Omelanchuk, Reuben [mailto:Reuben.Omelanchuk@seattle.gov]  
**Sent:** Tuesday, April 10, 2012 12:40 PM  
**To:** Zeigler, George  
**Cc:** Britt, James  
**Subject:** RE: Datron Scout Micro UAS

Great, thanks for the update George. I'm looking forward to what you guys come up with and hopefully we can make a partnership.

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security

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(206) 733-9364

Seattle Police Department

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Reuben

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, April 16, 2012 7:08 AM  
**To:** Zeigler, George  
**Subject:** RE: Datron Scout Micro UAS

Hello George,

Almost 100% correct:

Officer R. Omelanchuk – Homeland Security  
610 Fifth Avenue  
PO Box 34986  
Seattle, WA 98124-4986

Simpler, should get here faster.

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security/CBRNe/UAS

---

**From:** Zeigler, George [<mailto:GZeigler@dtwc.com>]  
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Reuben,  
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Seattle Police Department  
Homeland Security

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Many thanks,

George T. Zeigler Jr. | Datron World Communications, Inc.  
Mobile: 760-470-7486

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(206) 733-9364  
Seattle Police Department

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## **Omelanchuk, Reuben**

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**From:** Omelanchuk, Reuben  
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(206) 733-9364

Seattle Police Department

Homeland Security

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## Omelanchuk, Reuben

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**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Friday, November 04, 2011 9:32 AM  
**To:** Omelanchuk, Reuben  
**Cc:** Barter, Chris  
**Subject:** Datron: Scout UAS Configuration/Quotation  
**Attachments:** E2011-0271 RWilliams CA Sheriff Scout 072911 Rev 1pdf.pdf; Datron Scout Component Pricing.xls

Reuben,

I apologize for taking so long to follow up with you. I hope the allure and wonderment of the Datron Scout is still fresh in your mind. The guys should have recovered from the losing season of UAS crashes. Batting .750 is not all bad! Granted, after my next visit you will drop to .600. This is all part of my master plan to find the best way to segue a Datron Scout into your aerial-surveillance inventory!

Attached is the quotation recently provided to the SD Sheriff's CID team. They visited Datron's facility and experienced the system with all three cameras and left with a flashdrive full of personal footage and a new found purpose for submitting their wish-list early. Use this quote as a reference point for configuring your system. With this we should be able to tailor an ideal system for your needs and gain marketing support for 'special pricing' specifically for Seattle PD.

Marketing would like to use you as a source for press releases with direct from the field usage and operational feedback. We are also interested design and enhancements ideas. I really liked the 10cm GPS accuracy feature in the other product you mentioned.

Thanks,

George T. Zeigler Jr. | **Datron World Communications, Inc.**  
Western Regional Sales Manager  
Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)  
3030 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

*Performance You Require. Value You Expect.®*

## Omelanchuk, Reuben

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## Omelanchuk, Reuben

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Monday, November 28, 2011 12:37 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Barter, Chris  
**Subject:** Datron: Scout UAS Configuration/Quotation

Hi Reuben,

When is a good time to schedule a phone call this week and catch up on things?

Regards,

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Mobile: 760-470-7486

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Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)

3030 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

*Performance You Require. Value You Expect.®*

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, December 05, 2011 1:45 PM  
**To:** Zeigler, George  
**Subject:** RE: Datron: Scout UAS Configuration/Quotation

Hi George,

I got back into the office today and got your voicemail – thank you for the follow-up. I appreciate it.

My Lt. isn't back yet and I'll approach him with the information regarding the system as the decision making is above me. Stand by!

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

**From:** Zeigler, George [<mailto:GZeigler@dtwc.com>]  
**Sent:** Monday, November 28, 2011 12:37 PM  
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Thanks,

George T. Zeigler Jr. | **Datron World Communications, Inc.**

Western Regional Sales Manager

Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)

3030 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

*Performance You Require. Value You Expect.®*

## Omelandchuk, Reuben

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Monday, December 05, 2011 2:06 PM  
**To:** Omelandchuk, Reuben  
**Subject:** Re: Datron: Scout UAS Configuration/Quotation

Thanks Reuben.  
Standing by!

George T. Zeigler Jr. | Datron World Communications, Inc.  
Western Regional Sales Manager  
Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)  
3030 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

Performance You Require. Value You Expect.®

Sent using BlackBerry

---

**From:** Omelandchuk, Reuben <[Reuben.Omelanchuk@seattle.gov](mailto:Reuben.Omelanchuk@seattle.gov)>  
**To:** Zeigler, George  
**Sent:** Mon Dec 05 13:44:47 2011  
**Subject:** RE: Datron: Scout UAS Configuration/Quotation

Hi George,

I got back into the office today and got your voicemail – thank you for the follow-up. I appreciate it.

My Lt. isn't back yet and I'll approach him with the information regarding the system as the decision making is above me. Stand by!

Thank you,  
R. Omelandchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

---

**From:** Zeigler, George [<mailto:GZeigler@dtwc.com>]  
**Sent:** Monday, November 28, 2011 12:37 PM  
**To:** Omelandchuk, Reuben  
**Cc:** Barter, Chris  
**Subject:** Datron: Scout UAS Configuration/Quotation

Hi Reuben,  
When is a good time to schedule a phone call this week and catch up on things?  
Regards,

George T. Zeigler Jr. | Datron World Communications, Inc.  
Mobile: 760-470-7486

---

**From:** Zeigler, George **Sent:** Friday, November 04, 2011 9:32 AM **To:** Omelandchuk, Reuben **Cc:** Barter, Chris **Subject:** Datron: Scout UAS Configuration/Quotation  
Reuben,



I apologize for taking so long to follow up with you. I hope the allure and wonderment of the Datron Scout is still fresh in your mind. The guys should have recovered from the losing season of UAS crashes. Batting .750 is not all bad! Granted, after my next visit you will drop to .600. This is all part of my master plan to find the best way to segue a Datron Scout into your aerial surveillance inventory!

Attached is the quotation recently provided to the SD Sheriff's CID team. They visited Datron's facility and experienced the system with all three cameras and left with a flashdrive full of personal footage and a new found purpose for submitting their wish-list early. Use this quote as a reference point for configuring your system. With this we should be able to tailor an ideal system for your needs and gain marketing support for 'special pricing' specifically for Seattle PD.

Marketing would like to use you as a source for press releases with direct from the field usage and operational feedback. We are also interested design and enhancements ideas. I really liked the 10cm GPS accuracy feature in the other product you mentioned.

Thanks,

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3030 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

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## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, December 05, 2011 1:47 PM  
**To:** Sackman, Greg  
**Cc:** Britt, James  
**Subject:** FW: Datron: Scout UAS Configuration/Quotation  
**Attachments:** E2011-0271 RWilliams CA Sheriff Scout 072911 Rev 1pdf.pdf; Datron Scout Component Pricing.xls

Lt.,

Attached is a quote that Datron recently gave San Diego. One complete system including cameras and training ran \$131k and change. I imagine that this is way out of our price range, correct?

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

**From:** Zeigler, George [<mailto:GZeigler@dtwc.com>]  
**Sent:** Friday, November 04, 2011 9:32 AM  
**To:** Omelanchuk, Reuben  
**Cc:** Barter, Chris  
**Subject:** Datron: Scout UAS Configuration/Quotation

Reuben,

I apologize for taking so long to follow up with you. I hope the allure and wonderment of the Datron Scout is still fresh in your mind. The guys should have recovered from the losing season of UAS crashes. Batting .750 is not all bad! Granted, after my next visit you will drop to .600. This is all part of my master plan to find the best way to segue a Datron Scout into your aerial surveillance inventory!

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Thanks,  
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## Omelanchuk, Reuben

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Thursday, May 03, 2012 4:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Biljan, John; Jackson, Anna; Barter, Chris  
**Subject:** Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS  
**Attachments:** E2012-0151 Sgt ROMelanchuk WA Seattle PD Scout Special.pdf

Reuben,

Attached is your quotation for a completely refurbished Datron Scout UAS utilizing our standard 5MP camera. This system is merely a part of the "special partnership" discussed with Lt. Britt last month. The complete system includes flyer, base station, tablet pc (with software), two sets of rotors, two sets of landing legs, six batteries, rapid charger, and two carry cases.

It is no secret we need partners in the field to provide use cases and operational hours for our product. Hopefully, this is the beginning of one such relationship. Datron is very eager to work with Seattle PD as your UAS program transitions from training and evaluation grade to realistic operational platforms.

We request an opportunity to discuss terms and expectations with you prior to final decisions. Therefore, review the attachment and share any concerns with me for immediate resolution.

Regards,

George T. Zeigler Jr. | **Datron World Communications, Inc.**  
Western Regional Sales Manager  
Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)  
3055 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

*Performance You Require. Value You Expect.®*

## **Omelanchuk, Reuben**

---

**From:** Omelanchuk, Reuben  
**Sent:** Friday, May 04, 2012 6:59 AM  
**To:** Britt, James  
**Subject:** FW: Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS  
**Attachments:** E2012-0151 Sgt ROMelanchuk WA Seattle PD Scout Special.pdf

Thoughts on the quote (check all that apply):

- ☐ Lets get both.
- ☐ Stop Leptron, lets get this!
- ☐ Uh... no.
- ☐ Uh... hell no.

Thank you,  
R. Omelanchuk #6802  
(W) (206) 733-9364 / (M) (206) 255-7593  
Seattle Police Department  
Homeland Security/CBRNe/UAS

---

**From:** Zeigler, George [GZeigler@dtwc.com]  
**Sent:** Thursday, May 03, 2012 4:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Biljan, John; Jackson, Anna; Barter, Chris  
**Subject:** Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS

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George T. Zeigler Jr. | **Datron World Communications, Inc.**  
Western Regional Sales Manager  
Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)

***Performance You Require. Value You Expect.®***

## Omelanchuk, Reuben

---

From: Britt, James  
Sent: Friday, May 04, 2012 8:39 AM  
To: Omelanchuk, Reuben  
Subject: RE: Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS

[ ] Lets get both.  
[ ] Stop Leptron, lets get this!  
[X] Uh... no.  
[X] Uh... hell no.

## **Omelanchuk, Reuben**

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, May 07, 2012 6:29 AM  
**To:** Zeigler, George  
**Cc:** Biljan, John; Jackson, Anna; Barter, Chris  
**Subject:** RE: Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS

Good Morning George,

Thank you for the information. I will certainly pass it along my chain!

Thank you,  
R. Omelanchuk #6802  
(W) (206) 733-9364 / (M) (206) 255-7593  
Seattle Police Department  
Homeland Security/CBRNe/UAS

**From:** Zeigler, George [<mailto:GZeigler@dtwc.com>]  
**Sent:** Thursday, May 03, 2012 4:08 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Biljan, John; Jackson, Anna; Barter, Chris  
**Subject:** Datron Quote: E2012-0151 Sgt Omelanchuk WA Seattle PD Scout UAS

Reuben,

Attached is your quotation for a completely refurbished Datron Scout UAS utilizing our standard 5MP camera. This system is merely a part of the "special partnership" discussed with Lt. Britt last month. The complete system includes flyer, base station, tablet pc (with software), two sets of rotors, two sets of landing legs, six batteries, rapid charger, and two carry cases.

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We request an opportunity to discuss terms and expectations with you prior to final decisions. Therefore, review the attachment and share any concerns with me for immediate resolution.

Regards,

George T. Zeigler Jr. | **Datron World Communications, Inc.**  
Western Regional Sales Manager  
Mobile: 760-470-7486 | Fax: 760-597-1510 | [gzeigler@dtwc.com](mailto:gzeigler@dtwc.com)  
3055 Enterprise Court, Vista, CA 92081 | [www.dtwc.com](http://www.dtwc.com)

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## Sales Quotation



Customer: 1000384

SGT RICHARD WILLIAMS  
SAN DIEGO COUNTY SHERIFF'S DEPT HDT/TNT  
SPECIAL INVESTIGATIONS DIVISION  
5500 OVERLAND AVENUE, SUITE330  
SAN DIEGO CA 92123  
UNITED STATES

Phone: (619) 478-2041

Datron World Communications, Inc.  
3030 Enterprise Court  
Vista CA 92081  
(760) 597-1500

Country of Ultimate Destination: USA

End User: SAN DIEGO SHERIFF DEPT

INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2011-0271	GSA - Net 30	7/28/2011	10/26/2011	ZEIGLER, JR., GEORGE T.	USD
Line	Quantity	UoM	Item	Unit Price	Extended Price
20	1	EA	DTSC-0001 SCOUT,COMPLETE SYSTEM	92,222.00	92,222.00
30	1	EA	DTSC-0018 640X480 GIMBALED THERMAL CAMERA,SCOUT <i>This item is controlled by the U.S. Department of State and requires appropriate authorization prior to export from the United States.</i>	23,577.00	23,577.00
40	1	EA	DTSC-0020 10X ZOOM,MONOCHROME,LOW LIGHT,SCOUT	11,788.00	11,788.00
50	1	EA	TRAINING TECHNICAL TRAINING OPERATOR LEVEL TRAINING AT DWC VISTA, CA FACILITY  FOR FOUR (4) ENGINEER/TECHNICIAN STUDENTS FOR TWO (2) DAYS.  INSTRUCTION GIVEN IN THE ENGLISH LANGUAGE. TRANSLATOR, IF REQUIRED IS THE RESPONSIBILITY OF THE CUSTOMER.  COST INCLUDES: 1 INSTRUCTOR CLASSROOM AND LAB FACILITIES COURSE MATERIALS (USE & SHIPPING) TECHNICAL MANUALS (USE & SHIPPING)  ALL TRAVEL AND LOGING EXPENSES ARE THE RESPONSIBILITY OF THE CUSTOMER.	3,500.00	3,500.00

LEAD TIME: 8 WEEKS ARO

Quote Amount:	131,087.00
Sales Tax:	0.00
Misc Charges:	0.00
Total Amount:	131,087.00

## Sales Quotation



Customer: 1000384

SGT RICHARD WILLIAMS  
SAN DIEGO COUNTY SHERIFF'S DEPT HIDT/TNT  
SPECIAL INVESTIGATIONS DIVISION  
5500 OVERLAND AVENUE, SUITE330  
SAN DIEGO CA 92123  
UNITED STATES

Phone: (619) 478-2041

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3030 Enterprise Court  
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Country of Ultimate Destination: USA

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INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2011-0271	GSA - Net 30	7/28/2011	10/26/2011	ZEIGLER, JR., GEORGE T.	USD

# DATRON PROPRIETARY

## Sales Quotation



Customer: 1000497

ATTN: SGT RUBEN OMELANCHUK  
SEATTLE POLICE DEPARTMENT-HOMELAND SECURITY  
610 5TH AVE  
PO BOX 34986  
SEATTLE WA 98124-4986  
UNITED STATES

Phone: (206) 733-9364

Datron World Communications, Inc.  
3055 Enterprise Court  
Vista CA 92081  
(760) 597-1500

Country of Ultimate Destination: USA

End User: SEATTLE POLICE DEPARTMENT

INCO Terms:

Freight Terms: FOB: DESTINATION

Quote	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E2012-0151	GSA - Net 30	4/13/2012	7/12/2012	ZEIGLER, JR., GEORGE T.	USD
Line	Quantity	UoM	Item	Unit Price	Extended Price
10	0	EA	NOTE PLEASE TAKE NOTE OF FOLLOWING: THESE ITEMS ARE AVAILABLE ON GSA CONTRACT # GS-03F-0019L UNLESS NOTED OTHERWISE.	0.00	0.00
20	1	EA	NOTE***REFURBISHED SYSTEM - SPECIAL PARTNERSHIP PRICING (DETAILS TO BE EXPRESSED SEPARTELY) DTSC-0001 SCOUT,COMPLETE SYSTEM A. FLYER BODY B. 5MP, 2-AXIS GIMBALED, DOME CAMERA C. BASE STATION BODY WITH 900MHZ RF ANTENNA D. TABLET PC WITH MISSION CONTROL STATION SOFTWARE E. LI-POLMER RECHARGEABLE BATTERIES-6EA F. ROTOR ARMS 4EA CLOCKWISE G. ROTOR ARMS 4EA COUNTER-CLOCKWISE H. LEGS 6EA STANDARD/2EA WITH RF ANTENNA I. THREE BAY RAPID CHARGER J. TRAVEL CASES - MISSION AND ACCESSORIES	75,000.00	75,000.00
30	1	EA	TRAINING TECHNICAL TRAINING NO-CHARGE TRAINING, ONSITE AT USER LOCATION. WILL PROVIDE INSTRUCTION TO 4 USERS OVER THREE WORKING DAYS.	0.00	0.00
				Quote Amount:	75,000.00
				Sales Tax:	0.00
				Misc Charges:	0.00
				Total Amount:	75,000.00

## Omelanchuk, Reuben

---

**From:** sheathcolorado@gmail.com on behalf of Scott Heath [sheath@leptron.com]  
**Sent:** Monday, August 08, 2011 5:53 AM  
**To:** Omelanchuk, Reuben  
**Subject:** Pricing  
**Attachments:** Leptron Total Pricing SP 8-8-11.pdf, Seattle PD - Quote 8-8-11.pdf

Reuben,

Attached is a quote. I made some recommendations with the OPTIONAL items. I think that those items you can get later, and potentially may not need them as you get your full setup in your vehicles. Also, items like the Sony Camera you guys can buy at Best Buy, or other outlet.

Let me know when you can chat this week.

Thanks

Scott Heath

Leptron Industrial Robotic Helicopters

713.516.8052

## **Omelanchuk, Reuben**

---

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Scott Heath

Leptron Industrial Robotic Helicopters

713.516.8052



## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Friday, September 02, 2011 6:32 AM  
**To:** Sackman, Greg  
**Subject:** FW: Pricing  
**Attachments:** Leptron Total Pricing SP 8-8-11.pdf; Seattle PD - Quote 8-8-11.pdf

Lt.,  
Here is the pricing from Leptron that I've received.

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

---

**From:** [sheathcolorado@gmail.com](mailto:sheathcolorado@gmail.com) [mailto:[sheathcolorado@gmail.com](mailto:sheathcolorado@gmail.com)] **On Behalf Of** Scott Heath  
**Sent:** Monday, August 08, 2011 5:53 AM  
**To:** Omelanchuk, Reuben  
**Subject:** Pricing

Reuben,  
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Thanks  
Scott Heath  
Leptron Industrial Robotic Helicopters  
713.516.8052

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**From:** Omelanchuk, Reuben  
**Sent:** Friday, September 02, 2011 6:32 AM  
**To:** Sackman, Greg  
**Subject:** FW: Pricing  
**Attachments:** Leptron Total Pricing SP 8-8-11.pdf, Seattle PD - Quote 8-8-11.pdf

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R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
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**From:** [sheathcolorado@gmail.com](mailto:sheathcolorado@gmail.com) [<mailto:sheathcolorado@gmail.com>] **On Behalf Of** Scott Heath  
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**To:** Omelanchuk, Reuben  
**Subject:** Pricing

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Let me know when you can chat this week.  
Thanks  
Scott Heath  
Leptron Industrial Robotic Helicopters  
713.516.8052

# LEPTRON PACKAGES

## AVENGER - LIST PRICE PACKAGES

Package I - Base Avenger				
Units	Item	Description	Item	SubTotal
1	Avenger Helicopter - RTF	Sticks Helicopter, Autopilot, Motors, Radio,	\$ 65,258.33	\$ 65,258.33
2	Avenger Batteries	1 Set = (4) Main 8,000, 1 4,000 Tail, 1 FCS Battery	\$ 4,332.04	\$ 8,664.08
1	Avenger Tactical Gimbal	(1) Front Mount Gimbal - Sony/Nikon Shutter	\$ 4,859.66	\$ 4,859.66
1	Simple Video	1 - 10" LCD/ or 2 TE Monitors	\$ 4,304.27	\$ 4,304.27
1	Maintenance	(1) Year Maintenance	\$ 8,330.85	\$ 8,330.85
1	Training	(1) Law Enforcement - 101	\$ 6,942.38	\$ 6,942.38
			<b>Total Package</b>	<b>\$ 98,359.57</b>

## Package II - Complete Avenger

Units	Item	Description	Item	SubTotal
2	Avenger Helicopter - RTF	Sticks Helicopter, Autopilot, Motors, Radio,	\$ 65,258.33	\$ 130,516.66
4	Avenger Batteries	1 Set = (4) Main 8,000, 1 4,000 Tail, 1 FCS Battery	\$ 4,332.04	\$ 17,328.16
1	Avenger Ground Station	Standard Desktop	\$ 6,942.38	\$ 6,942.38
1	Avenger Tactical Gimbal	(1) Front Mount Gimbal - Sony/Nikon Shutter	\$ 4,859.66	\$ 4,859.66
1	Simple Video	1 - 10" LCD/ or 2 TE Monitors	\$ 4,304.27	\$ 4,304.27
1	Silver Maintenance	(1) Year Maintenance	\$ 8,330.85	\$ 8,330.85
1	Training	(1) Law Enforcement - 101	\$ 6,942.38	\$ 6,942.38
1	Training	(1) Law Enforcement - Ground Station 101	\$ 6,942.38	\$ 6,942.38
1	Integrated Charger	5 LIPO Chargers Integrated Case	\$ 3,977.98	\$ 3,977.98
			<b>Total Package</b>	<b>\$ 190,144.72</b>

## RDASS - LIST PRICE PACKAGES

Package I - Base RDASS				
Units	Item	Description	Item	SubTotal
1	RDASS Helicopter - RTF	Sticks Helicopter, Autopilot, Motors, Radio,	\$ 34,711.88	\$ 34,711.88
3	RDASS Batteries	1 Set = (4) Main 8,000, 1 4,000 Tail, 1 FCS Battery	\$ 1,249.63	\$ 3,748.89
1	360 Turret Camera - Color	(1) Undermount - Sony Camera	\$ 4,443.12	\$ 4,443.12
1	Simple Video	1 - 10" LCD/ or 2 TE Monitors	\$ 4,304.27	\$ 4,304.27
1	Maintenance	(1) Year Maintenance	\$ 3,471.19	\$ 3,471.19
1	Training	(1) Law Enforcement - 101	\$ 6,942.38	\$ 6,942.38
			<b>Total Package</b>	<b>\$ 57,621.73</b>

## Package II - Complete Avenger

Units	Item	Description	Item	SubTotal
1	RDASS Helicopter - RTF	Sticks Helicopter, Autopilot, Motors, Radio,	\$ 34,711.88	\$ 34,711.88
4	RDASS Batteries	1 Set = (2) Main 6,500	\$ 1,249.63	\$ 4,998.52
1	RDASS Ground Station	Portable Rugged Ground Station	\$ 6,942.38	\$ 6,942.38
1	360 Turret Camera - Color	(1) Undermount - Sony Camera	\$ 4,443.12	\$ 4,443.12
1	Video II : 2 Mile Video	(1) -19" LCD/3 TE Monitors	\$ 6,942.38	\$ 6,942.38
1	Maintenance	(1) Year Maintenance	\$ 3,471.19	\$ 3,471.19
1	Training	(1) Law Enforcement - 101	\$ 6,942.38	\$ 6,942.38
1	Training	(1) Law Enforcement - 201 Missions	\$ 6,942.38	\$ 6,942.38
1	Training	(1) Law Enforcement - Ground Station 101	\$ 6,942.38	\$ 6,942.38
1	Rugged Shipping Case	1 Anvil Armored Shipping Case - Padding	\$ 902.51	\$ 902.51
1	Integrated Charger	5 LIPO Chargers Integrated Case	\$ 3,977.98	\$ 3,977.98
			<b>Total Package</b>	<b>\$ 87,217.10</b>

# Sales Quote

## Leptron Industrial Robotic Helicopters Inc

DATE: 8-8-11

3483 Airport Road A12, Ogden UT, 84405  
Phone : 303.816.7285 (o) 713.516.8052 (c)  
Contact : Scott Heath sheath@leptron.com  
PURCHASER Attn: Seattle PD

SHIP SAME AS PURCHASER  
TO

PAYMENT TERMS	SHIPPING TERMS	DELIVERY DATE
Quote good for 30 days	FOB - Leptron, Ogden, UT	TBD

QTY	DESCRIPTION	UNIT PRICE	DEALER PRICE
2 Units	<u>Professional I Package: Leptron Electric Avenger (20 Min Flight Time 5 Min Safety) 1-2 Mile Radius</u>	\$65,258.33	\$130,516.00
1	JR R/C Radio and wall charger	Included	
1	GPS: Upgraded LP1, and Glosnas with antennae	Included	
1	Full Electric Panel, LCD, SD Memory Card. Set Carbon Fiber RotoTech 830 MM and matching tail rotors. Dual Motors - Separate motors for Main and Tail 10 HP total, Upgraded Servos and Motors, Upgraded direct drive tail shaft, Upgraded titanium links, extended tail boom and full carbon fiber airframe.	Included	
1	<u>Autopilot</u> - Integrated autopilot with capability for Ground station software (Option extra item) and ability to fly in 'Sticks' or 'Laptop' mode (No Laptop)	Included	
1 Unit	<u>Ground Station Kit</u> - (1) Ground Station Software (No Laptop) (1) Ground station Module that includes: (1) GPS antennae (1) 900 MHz antennae (1) Power Cable (1) channel, (1) built in 2 hr battery backup	\$6,942.38	OPTIONAL
1 Unit	<u>General Dynamics Military Grade Laptop</u> - (1) GD8000 : Dual Core, 13.3" Daylight LCD (1) Power charging Chord (1) Stylus	\$5,800.00	OPTIONAL
1 Unit	<u>Tactical Front Mount Camera Gimbal</u> : Front Mounted tactical gimbal with heavier camera mounting, Upgraded quick connect mounts for 2 sets of camera equipment (1) Gimbal Batteries (1) Nikon Remote Shutter (1) Sony Shutter (1) JR RC Transmitter/Rx Radio.	\$4,859.66	\$4,859.66
1 Unit	<u>Wireless Video - LCD Monitor Level I (.5 mile Trx/Rx Radius):</u> (1) 10" Daylight LCD, Pair (2) 1 Watt 1.2 GHz Trx/Rcx, (1) Tripod, (1) 6,500 battery (1) Hard Shell Case	\$4,304.27	\$4,304.27
1 Unit	<u>Law Enforcement Training I</u> - 5 Day class in Utah for 2 people. Additional people are \$1,500.00 per person. Includes 2 Trainer MCX helicopters for each person	\$6,942.38	\$6,942.38
1 Unit	<u>Law Enforcement Training II</u> : 5 Day class at Customer Site for 2 people. Class includes Ground Station training and customized field missions. Additional people are \$1,500.00 per person.	\$6,942.38	\$6,942.38
1 Unit	<u>Sony HD Camera</u> : HDR-CX550V HD Video with 10x optical/120x digital zoom; Optical Steady Shot image stabilization. (1) Charger (1) Battery (1) Cables	\$1,600.00	OPTIONAL
1 Unit	<u>Law Enforcement Silver Maintenance</u> - 4 quarterly tune-ups that include, full cleaning, tuning, motor checks, blade tuning and other mechanical checks. Includes new parts upgrades and does not include repairs/parts from misuse or wrecks. Included inspection and tuning for wireless video system. Does not include replacement for crashes. (1) Yearly upgrade of software upgrades, mechanical upgrades and testing	\$8,330.85	\$8,330.85
4 Units	<u>Avenger Flight Batteries</u> - Flight Batteries: (1) Set = (4) x 8,000's (1) Tail 4,000 (1) double 1,300 FCS battery	\$4,332.04	\$17,328.16
1 Unit	<u>Avenger Shipping Case</u> : Armored Anvil Avenger Case : (1) Armored Anvil Shipping case with foam casing for Avenger Helicopter	\$2,188.00	OPTIONAL

- All Orders require a 50% Down payment before starting.
- A signed PO accepts the prices, terms, Delivery method, and specifications listed above

**TOTAL \$179,223.51**

Total Lease Amount: **\$179,223.51**

Features of the Lease/Purchase

- Lease/Purchase financing is not considered debt
- Does not require voter approval
- Incurs no Issuance Cost
- Provides Immediate Funding

Below is the approximate Monthly Payment

24 Month	36 month	48 Month	60 Month
\$ 7,994.84	\$ 5,447.83	\$ 4,173.44	\$ 3,409.51

## Omelanchuk, Reuben

---

**From:** Sackman, Greg  
**Sent:** Friday, October 28, 2011 3:04 PM  
**To:** Britt, James; Omelanchuk, Reuben  
**Subject:** Leptron

Looked over the price quote for the Leptron. The Professional Package looks good, but how many and what type of cameras does that come with? If we send personnel to their location for training is that just the training cost with us paying for flights, meals, hotel, etc? If they come here to do the training what do they require for support? All the tasks in the maintenance package sound like tasks someone with training could do. Ask about separate maintenance training and how much for things we can't do such as software and mechanical upgrades. Also check out the price for basic spare parts that will wear out or can be expected to break in a crash and aren't covered by warranty.

Lieutenant Greg Sackman  
Seattle Police Department  
Arson/Bomb/CBRNE Unit  
(W) 206-684-0467  
(C) 253-221-6482  
[greg.sackman@seattle.gov](mailto:greg.sackman@seattle.gov)

## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, October 31, 2011 7:25 AM  
**To:** Scott Heath  
**Subject:** RE: Leptron

Hi Scott, I got this email from my Lt and I thought I would run it by you first to make sure I have the information correct.

---

- Professional Package: I'm not able to locate the professional package in the documentation that I have. The only mention of "professional" is on page 3 of the catalog. Page three only includes the airframe, autopilot, GPS and one controller.
  - Training: yes, that is just the cost to have them train us and use their airframes. We will have to cover the cost of air, hotel & other expenses. It is noted that if we were to have the training here we would have to cover their costs (travel + expenses). For two persons to go there for the 5 day training would be \$7k + air, hotel and per diem. I am guessing that for two trainers to come to our location it would actually be the same costs.
  - Maintenance: there are a three different packages that offer different support levels to include software & mechanical upgrades. The silver package, for example, includes new parts & upgrades plus all software patches, upgrades & downloads. You can either pay more (for more support) or pay less (for less support). There is also a mechanics course (5 days training) which allows someone to do just about everything needed on the airframe (\$7k). Here is a sample of prices for some basic spare parts: skids = \$XXX, main rotor = \$XXX, 30-min batteries = \$3,100.
- 

Can you please look over his email to me and my response to him? Feel free to add any info you think would be pertinent.

Thank you,  
R. Omelanchuk #6802  
(206) 733-9364  
Seattle Police Department  
Homeland Security

---

**From:** Sackman, Greg  
**Sent:** Friday, October 28, 2011 3:04 PM  
**To:** Britt, James; Omelanchuk, Reuben  
**Subject:** Leptron

Looked over the price quote for the Leptron. The Professional Package looks good, but how many and what type of cameras does that come with? If we send personnel to their location for training is that just the training cost with us paying for flights, meals, hotel, etc? If they come here to do the training what do they require for support? All the tasks in the maintenance package sound like tasks someone with training could do. Ask about separate maintenance training and how much for things we can't do such as software and mechanical upgrades. Also check out the price for basic spare parts that will wear out or can be expected to break in a crash and aren't covered by warranty.

Lieutenant Greg Sackman  
Seattle Police Department  
Arson/Bomb/CBRNE Unit  
(W) 206-684-0467  
(C) 253-221-6482





## **Omelanchuk, Reuben**

---

**From:** Omelanchuk, Reuben  
**Sent:** Monday, October 31, 2011 12:47 PM  
**To:** Sackman, Greg  
**Subject:** RE: Leptron

Lt. Here is the information that I have for you regarding your items below:

- **Professional Package:** I'm not able to locate the professional package in the documentation that I have. The only mention of "professional" is on page 3 of the catalog. Page three only includes the airframe, autopilot, GPS and one controller. But in regards to the cameras included, they aren't as the cameras are literally off the shelf at best buy. I had looked in the past to compare prices and they were the same.
- **Training:** yes, that is just the cost to have them train us and use their airframes. We will have to cover the cost of air, hotel & other expenses. It is noted that if we were to have the training here we would have to cover their costs (travel + expenses). For two persons to go there for the 5 day training would be \$7k + air, hotel and per diem. I am guessing that for two trainers to come to our location it would actually be the same costs. In speaking with Leptron they prefer to come to our location as it will provide familiarity of the pilots as well as an opportunity to set up properly the support hardware such as chargers, base station and maintenance items.
- **Maintenance:** there are a three different packages that offer different support levels to include software & mechanical upgrades. The silver package, for example, includes new parts & upgrades plus all software patches, upgrades & downloads. You can either pay more (for more support) or pay less (for less support). There is also a mechanics course (5 days training) which allows someone to do just about everything needed on the airframe (\$7k). Here is a sample of prices for some basic spare parts: skids = \$XXX, main rotor = \$XXX, 30-min batteries = \$3,100. Arlington TX selected the mechanics class + the bronze maintenance as they estimate that having mechanics on site will be more beneficial in the long run and more self-sufficient.
- **Parts:** "for only!" \$2,470 a spare parts kit can be purchased which includes one set of the main blades, the rotors, a full main shaft, main gear, blade grips, a tail boom, tail support & rails, tail rotor assembly, gears and motor w/ torque tubes, one set of landing gear, struts, tubes and mounting brackets. In a crash, nothing is really covered unless it is something that can be pointed back to their system going bad. Pilot error... not covered.

I hope this answers your questions adequately.

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security

---

**From:** Sackman, Greg  
**Sent:** Friday, October 28, 2011 3:03 PM  
**To:** Britt, James; Omelanchuk, Reuben  
**Subject:** Leptron

Looked over the price quote for the Leptron. The Professional Package looks good, but how many and what type of cameras does that come with? If we send personnel to their location for training is that just the training cost with us paying for flights, meals, hotel, etc? If they come here to do the training what do they require for support? All the tasks in the maintenance package sound like tasks someone with training could do. Ask about separate maintenance training

and how much for things we can't do such as software and mechanical upgrades. Also check out the price for basic spare parts that will wear out or can be expected to break in a crash and aren't covered by warranty.

Lieutenant Greg Sackman  
Seattle Police Department  
Arson/Bomb/CBRNE Unit  
(W) 206-684-0467  
(C) 253-221-6482  
[greg.sackman@seattle.gov](mailto:greg.sackman@seattle.gov)

## **Omelanchuk, Reuben**

---

**From:** sheathcolorado@gmail.com on behalf of Scott Heath [sheath@leptron.com]  
**Sent:** Monday, October 31, 2011 12:06 PM  
**To:** Omelanchuk, Reuben  
**Cc:** Steve Wilson  
**Subject:** Re: Leptron

On Mon, Oct 31, 2011 at 8:25 AM, Omelanchuk, Reuben <Reuben.Omelanchuk@seattle.gov> wrote:

Hi Scott, I got this email from my Lt and I thought I would run it by you first to make sure I have the information correct.

---

- **Professional Package:** I'm not able to locate the professional package in the documentation that I have. The only mention of "professional" is on page 3 of the catalog. Page three only includes the airframe, autopilot, GPS and one controller.

If you reference our website, we offer the Aggressor II that is for RC/Video film people. We have be default only given you Law Enforcement equipment/'Proffessional' equipment in the catalog, sorry for the cheezy sales talk. The Aggressor II line does not use military 'grade' autopilots and uses lesser quality parts, GPS, stabilization systems and other elements.

- **Training:** yes, that is just the cost to have them train us and use their airframes. We will have to cover the cost of air, hotel & other expenses. It is noted that if we were to have the training here we would have to cover their costs (travel + expenses). For two persons to go there for the 5 day training would be \$7k + air, hotel and per diem. I am guessing that for two trainers to come to our location it would actually be the same costs.

Yes, it is actually prefered if we come to your facility as you are more familiar with your surroundings, and we can use your facilities. The knowledge retention is sometimes better in the familar locations. Also, we can assist while there in setting up your charging, maintenance and other setup items. I listed the bundle below that we sell with the 1 of each part for a 'crash kit', the wear items are replaced as part of the 'tune-up'/servicing.

- **Maintenance:** there are a three different packages that offer different support levels to include software & mechanical upgrades. The silver package, for example, includes new parts & upgrades plus all software patches, upgrades & downloads. You can either pay more (for more support) or pay less (for less support). There is also a mechanics course (5 days training) which allows someone to do just about everything needed on the airframe (\$7k). Here is a sample of prices for some basic spare parts: skids = \$XXX, main rotor = \$XXX, 30-min batteries = \$3,100.

1 Unit

Spare Parts: Main Blades: 830 MM Carbon Fiber Main Blades; Tail Blades: 120 MM Carbon Fiber Main Blades; Main Head Assembly: Full main shaft, main gear, and blade grips; Tail Boom: Tail Boom, Tail Support rails, Tail Rotor Assembly, gears and motor with torque tubes; Landing Gear: one set Skids, Struts, Tubes and Mounting brackets.

\$2,470.00

\$2,470.00

Arlington selected the Mechanics class + Bronze maintenance package. We recommend the Mechanics + Bronze Maintenance or the Silver Maintenance. It is really up to you and your man-power/support ability as the cost is about a break even in the end. I think the Mechanics class + Bronze Maintenance will make your whole team more self sufficient in the long run.

Call me if you need more data

Thanks

Scott

713.516.8052

---

Can you please look over his email to me and my response to him? Feel free to add any info you think would be pertinent.

Thank you,

R. Omelanchuk #6802

(206) 733-9364

Seattle Police Department

Homeland Security

---

**From:** Sackman, Greg

**Sent:** Friday, October 28, 2011 3:04 PM

**To:** Britt, James; Omelanchuk, Reuben

**Subject:** Leptron

Looked over the price quote for the Leptron. The Professional Package looks good, but how many and what type of cameras does that come with? If we send personnel to their location for training is that just the training cost with us paying for flights, meals, hotel, etc? If they come here to do the training what do they require for

support? All the tasks in the maintenance package sound like tasks someone with training could do. Ask about separate maintenance training and how much for things we can't do such as software and mechanical upgrades. Also check out the price for basic spare parts that will wear out or can be expected to break in a crash and aren't covered by warranty.

Lieutenant Greg Sackman

Seattle Police Department

Arson/Bomb/CBRNE Unit

(W) 206-684-0467

(C) 253-221-6482

[greg.sackman@seattle.gov](mailto:greg.sackman@seattle.gov)

## Omelanchuk, Reuben

---

**From:** Joynson, Mary Ellen [mjoynson@aurora.aero]  
**Sent:** Thursday, October 06, 2011 12:19 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Contact Name/Address Needed

Hi Reuben,

I am now working up a sales quote on Skate for you. Whose name should I actually list as the Seattle PoC and also what address?

We will have at least a 4-man team coming out to Seattle for the SPF tabletop demo.  
I have asked to see if we can also be a table sponsor at the social event - I'll keep you posted re status of same.

R,  
Mary Ellen

Mary Ellen Joynson  
Director, Business Development and Sales  
Aurora Flight Sciences Corporation  
9950 Wakeman Drive  
Manassas, VA 20110  
Office: 703-396-6315  
Cell: 571-358-1508  
Alt Cell: 703-870-1840  
[www.aurora.aero](http://www.aurora.aero)

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## Omelanchuk, Reuben

---

**From:** Omelanchuk, Reuben  
**Sent:** Thursday, October 06, 2011 5:44 PM  
**To:** Joynson, Mary Ellen  
**Subject:** RE: Contact Name/Address Needed

Hi Mary,

Thanks for working on a quote. Lt. Greg Sackman should be listed on it for sure. And the address is:  
610 Fifth Avenue  
PO Box 34986  
Seattle, WA 98124-4986

Thank you,  
Officer Omelanchuk  
Seattle Police Department  
Homeland Security

---

**From:** Joynson, Mary Ellen [mjoynson@aurora.aero]  
**Sent:** Thursday, October 06, 2011 12:19 PM  
**To:** Omelanchuk, Reuben  
**Subject:** Contact Name/Address Needed

Hi Reuben,

I am now working up a sales quote on Skate for you. Whose name should I actually list as the Seattle PoC and also what address?

We will have at least a 4-man team coming out to Seattle for the SPF tabletop demo.  
I have asked to see if we can also be a table sponsor at the social event - I'll keep you posted re status of same.

R,  
Mary Ellen

Mary Ellen Joynson  
Director, Business Development and Sales  
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9950 Wakeman Drive  
Manassas, VA 20110  
Office: 703-396-6315  
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Alt Cell: 703-870-1840  
[www.aurora.aero](http://www.aurora.aero)

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## Omelanchuk, Reuben

---

**From:** Joynson, Mary Ellen [mjoynson@aurora.aero]  
**Sent:** Friday, December 02, 2011 6:58 AM  
**To:** Sackman, Greg  
**Cc:** Omelanchuk, Reuben  
**Subject:** Re: Aurora Proposal AP11-221 SKATE VTOL SUAS

Hi Greg,

I wanted to find out how things are going with the quote we provided re Skate. Would you need any other Skate info or videos?

R  
Mary Ellen

Mary Ellen Joynson  
Director, Business Development  
Aurora Flight Sciences  
9950 Wakeman Dr  
Manassas, VA 20110  
Office: 703-396-6315  
Cell: 571-358-1508  
Alt Cell: 703-870-1840

Sent from my iPhone

On Nov 17, 2011, at 4:08 PM, "Roberts, Sharon" <[sroberts@aurora.aero](mailto:sroberts@aurora.aero)> wrote:

> Dear Lt. Sackman,  
>  
> Please find attached Aurora's proposal AP11-221 for the Aurora Skate VTOL SUAS.  
>  
> Should you have any questions or need any other information please contact the individuals identified in the proposal.  
>  
> Thank you and we look forward to hearing fro you.  
>  
> Regards  
> Sharon  
>  
>  
>  
> Sharon S. Roberts  
> Director of Contracts  
> Aurora Flight Sciences Corporation  
> 9950 Wakeman Drive  
> Manassas, VA 20110  
> (Office) 703-331-1026  
> (Cell) 703-945-6173  
> (Fax) 703-369-4514  
>  
> <Aurora Proposal AP11-221 \_Seattle Police Dept.pdf>



City of Seattle  
Department of Executive Administration

Fred Podesta, Director  
Gregory J. Nickels, Mayor

Reg # 1515

**Sole Source Request**  
**CITY PURCHASING**

Attach your Requisition or Blanket Contract Request and send to SMT-41-12  
Call 206-684-0444 for assistance

**This form is for products, equipment, supplies or routine services.**

For Consultant Services, see <http://inweb/contracting/ccforms.htm>

For Public Works, see <http://inweb.ci.seattle.wa.us/contracting/docsresources.htm>

This Request requires detailed information to justify the waiver of legal bid requirements. Fill this out completely with detailed information. City Purchasing will return those requests that do not provide sufficient information.

A sole source is a rare and unique exception to City purchasing regulations. Various Supreme Court decisions, regulations and statutes require competitive bidding unless that is not possible or the requirement is so unique, no other bidder could possibly fulfill the City requirements. The Department and Project Manager should submit all acquisitions for a competitive bid, unless a specific sole source situation exists.

- If there is any doubt, request a competitive bid.
- Specifications must be as expansive as possible to allow the greatest possible pool of bidders to compete. Specifications that narrow the field, especially to a sole source condition, must have a strong business purpose.
- A late start to the project does not justify a sole source.
- Prior work on a project is not necessarily an appropriate reason for a sole source.

If you have used expansive specifications and still find circumstances that establish a Sole Source, complete this Sole Source Request, route through your Department Procurement authority, and send to City Purchasing. These requests are usually attached to a Blanket Contract Request or a Purchase Order request. City Purchasing reviews sole source requests and makes the final determination.

Date of this Request: 05-17-2010  
Your Name: Lt. Greg Sackman  
Your Phone: 206-684-0467  
Your Department: Seattle Police Department  
Your Mail Stop:

Requested Vendor: Draganfly  
Vendor Phone Number: 800-979-9794  
Vendor E-mail: [info@draganfly.com](mailto:info@draganfly.com)

Unit Cost Estimate: \$41,949.00 each, Total Cost Estimate: \$82,553.00 (with discounts and shipping)

Purchasing and Contracting Services Division  
700 Fifth Ave., Suite 4112, Post Office Box 94587, Seattle, Washington 98124-4587  
Purchasing: Tel: (206) 684-0444 TDD: (206) 615-0476 Fax: (206) 233-5155  
Contracting: Tel: (206) 684-0430 TDD: (206) 615-0476 Fax: (206) 684-8286

Website: [www.cityofseattle.net/contract/](http://www.cityofseattle.net/contract/)

Reg 515

1. Describe the product, service or system. **Draganflyer X6 Unmanned Aerial System helicopter with Emergency Services/Military Configuration package, Infra red Video Camera, extra battery, and rotors.**
2. The following section helps explain why only this particular brand, product or service is suitable. Check the boxes and attach detail to make the business case for the product and services you consider to be sole source. This needs to document a convincing case based on one of the following reasons, that clearly explains why it is not possible to use an alternate. This should not rely upon arguments of time or expense of transition.

Compatibility to existing City standard or to existing equipment, inventory, systems, data, programs or service. Provide the business case for the standard and attach a copy of the standard if it is written.

- ☐ Licensed or patented product with only one dealer. Why is this particular licensed or patented product the only one suitable for your purpose?
- ☐ Authorized Service Provider, Repair and/or Warranty Services. The City requires service or repair support for products or equipment owned by the City, and the Vendor is either a factory authorized warranty service provider or else that particular Vendor is required for warranty services according to the conditions of a current City Contract.

Unique design: Requires unique features that are essential aesthetic requirements, or not practical to match to existing design or equipment, such as artwork. Describe.

- ☐ Special bargain. This might include a surplus item, an auction sale, used equipment, returned "open box" purchase, or other similar one-time bargains. Describe.
- ☐ Delivery Date: Only one supplier can meet required delivery date. Explain why this delivery date is essential. This can only be used in limited circumstances, for delivery deadlines that are the result of an unanticipated situation, and not a circumstance that could have been reasonably anticipated or averted by advance City planning.
- ☐ Project or Research Continuity: Product, systems, services or data must comply with an ongoing project, research, data, testing or analysis without a compromise in the integrity of the project. Also, this should be a situation that can not be replicated by another company because there is a legal or physical obstruction to disclosing the project information to allow another company the opportunity to replicate. Examples include situations where a company has legal and/or proprietary rights to customization such as software code, or to data; or testing or data is collected through a unique measuring instrument that can not be accurately duplicated and offered by another vendor.
- ☐ Requirement by Funding Source: Lender, grantor (such as Federal government) or other provider of funds requires the specific product, service or system. Attach a copy of the document that clearly shows such a requirement is imposed by the funding source.
- ☐ Legal Monopoly: Only one supplier, such as electricity, water, or sewage.
- ☐ Trial and Evaluation projects: A limited duration, limited scope pilot, trial or evaluation of a product, range of products or services. A trial or evaluation project would typically be part of establishing a standard for a City Department, or to pilot a particular product or services for a City need. Describe the pilot, specify the scope of the pilot, and attach information to confirm that the pilot is part of a purposeful Department pilot initiative.

- ☒ Other. Why is this the only company that can provide the sole source product or service? The previous section explains why a particular product, manufacturer or service is necessary. The section below discusses why the company you request is the only available company.

Ref 515

The Draganflyer X6 is the only Unmanned Aerial System to have successfully been deemed airworthy by the FAA for flight in U.S. National Airspace at this time, and is the only UAS awarded a Certificate of Waiver from the FAA for use in the U.S. In addition, it was compared against four other models of Unmanned Aerial Systems and was the most competitively priced based on the total package.

3. Explain why only this one company can provide the products or services. Identify any unique specification, qualifications, experience or products which make this the only available company.
4. Describe the steps taken by the department to identify any other qualified companies to perform the work. This may include a website search or a verification from the manufacturer of a sole dealer..
5. If this is a service, confirm that you assessed in-house capability and availability to perform the work.
6. If this a service, is this work typically performed by civil service workers? If yes, attach a copy of a statement by a Labor Union representative that authorizes contracting out of this work.
7. To approve and negotiate a sole source contract, the Buyer will need to investigate pricing to ensure it is reasonable. If you have proposed pricing, please attach and provide any analysis you have completed to confirm the pricing is reasonable. If not, the Buyer will seek this information separately.
8. Specify whether the department anticipates any future budget that could expand the scope of this project request, or any other future phase or expansion that could occur once the work is underway. Identify the potential scope and estimated dollar value of such additional work.

City Purchasing seeks signature from your Department Procurement Coordinator, your Fiscal Director, or other Department agent with assigned responsibility for procurement approval, that indicates the Department has reviewed and agrees with the sole source request.

Department Procurement Coordinator: Valaue Anderson Date: 7/30/10

Signature of Requestor: Chief P. [Signature] Date: 6/10/10



2108 St. George Avenue  
Saskatoon, Saskatchewan  
S7M 0K7 Canada  
Toll Free: 1-800-879-0794 Int: 1-306-955-9907  
Fax: 1-306-955-9906 email: info@draganfly.com

Ref 515

## Quote

CUST. ID	QUOTE NO.	DATE	QUOTE ID
48283	2186	17-May-2019	

### SOLD TO

Karen Haverkate  
Seattle Police - Homeland Security Section  
610 5th Ave  
P.O. Box 34986  
Seattle WA 98124  
United States

### SHIP TO

Karen Haverkate  
Seattle Police - Homeland Security Section  
610 5th Ave  
P.O. Box 34986  
Seattle WA 98124  
United States

### Comments

The Emergency Services / Military Configuration Includes:

- \* One Draganflyer X6 Helicopter
- \* One Handheld Controller, with video receiver
- \* On-board stabilization software
- \* Charging system with dual chargers, cables & case
- \* Two helicopter batteries
- \* Tool Case with helicopter maintenance tools
- \* Transport Case
- \* Log Book
- \* User's Manual
- \* 1 Day of Training at Draganfly Innovations for up to 2 people (limitations & conditions apply)
- \* See Terms & Conditions of Sale
- \* Plus: GPS Position Hold
- \* Base Station complete with Radio & PC software, 2.4 Ghz Digital Control & Communications Link, Embedded Draganfly Pro 5.8GHz Quad Diversity Wireless Video Receiver, Video Glasses.
- \* HD Video Camera including Anti-vibration mount and 5.8GHz Video Transmitter. Features 1080p HD video, records to SDHC memory card. View finder video is transmitted wirelessly for real-time viewing.
- \* Digital Still Camera including Anti-vibration mount and 5.8GHz Video Transmitter. Features 10.1 Mega Pixel Resolution & 720p motion video, records to SDHC memory card. View finder video is transmitted wirelessly for real-time viewing.
- \* Extra pair of Video Glasses
- \* Extra Handheld Controller with wireless video receiver (allows for easier training and separate photo/video control).

Training for 4 persons provided Free of charge if 2 Emergency Service Configuration Packages are purchased.

Discount of batteries & landing gear valued at \$1140.00.

Ship via:					
SKU	Description	Ordered	Unit Price	Total	
DF-X6-EMERG-PK	DF X6 Emergency Services Configuration with camera system as listed	2	\$32,019.00	\$64,038.00	
DF-X6-IRVIDEO	DF X6 Infra Red Video Camera (TAU 320) with onboard DVR	2	\$8,595.00	\$17,190.00	
DF-X6-BATT	Draganflyer X6 Lithium Polymer Battery - 2700-4S2P	2	\$195.00	\$390.00	
DF-X6-ROTORBO	DF X6 Re Helicopter Replacement Bottom Rotor	2	\$169.00	\$338.00	
DF-X6-ROTORTOP	DF X6 Re Helicopter Replacement Top Rotor	2	\$169.00	\$338.00	
DF-X6-BATT	Draganflyer X6 Lithium Polymer Battery - 2700-4S2P Option 1: Provided at no cost as discount	4	\$195.00	\$780.00	
DF-X6-LANDGEA	DF X6 Replacement Landing Gear for Re Helicopter Option 1: Provided at no cost as discount	2	\$175.00	\$350.00	

All prices quoted are in US Dollars.

Quotation valid for thirty (30) days.

All sales subject to Draganfly Innovations Inc. "Terms and Conditions of Sale".





2108 St. George Avenue  
Saskatoon, Saskatchewan  
S7M 0K7 Canada  
Toll Free: 1-800-979-9794 Int: 1-306-955-9907  
Fax: 1-306-955-9906 email: info@rctoys.com

## Packing Slip



CUST. ID	REF. NO.	DATE	ORDER NO.
48283	73635	9/20/2010	

Sold To
Jason Edens Seattle Police Department- Fiscal Office Attn: Accounts Payable P.O. Box 34986, 610 5th Ave Seattle WA 98124-4986 United States

SHIP TO
Seattle Police Department Section Shipping & Receiving-Quartermaster 2203 Airport Way S, Bldg 'C' Seattle WA 98134 United States 206-684-5496

SKU	Description	Ordered	Shipped
DF-X6-EMERG-PK	DF X6 Emergency Services Configuration with camera system as listed Option 1: COM:CA Option 2: HS: 8802.11 Option 3: FCC: attached	2	2
DF-X6-IRVIDEO	DF X6 Infra Red Video Camera (TAU 320) with onboard DVR Option 1: COM: US Option 2: HS:9027.50 Option 3: FCC Attached	2	2
DF-X6-BATT	Draganflyer X6 Lithium Polymer Battery - 2700-4S2P Option 1: COM: US Option 2: HS: 8507.80	2	2
DF-X6-ROTORBO	DF X6 Rc Helicopter Replacement Bottom Rotor Option 1: COM: US Option 2: HS:8802.11	2	2
DF-X6-ROTOR TOP	DF X6 Rc Helicopter Replacement Top Rotor Option 1: COM: US Option 2: HS: 8802.11	2	2
DF-X6-BATT	Draganflyer X6 Lithium Polymer Battery - 2700-4S2P Option 1: Provided at no cost as discount Option 2: COM: US Option 3: HS: 8507.80	4	4
DF-X6-LANDGEA	DF X6 Replacement Landing Gear for Rc Helicopter Option 1: Provided at no cost as discount Option 2: COM: CA Option 3: HS: 8802.11	2	2
CW-CUSTOM	Discount	1	1

**Thanks for ordering from Draganfly Innovations Inc!**



# SEATTLE POLICE DEPARTMENT PURCHASE & SUPPLY REQUEST

DATE 5/13/2020

REQ # 515

REQUESTED BY Lt. Greg Sackman	SERIAL # 6052	PHONE 206-684-0467	ORG #	ORG. NAME Seattle Police
DELIVERY LOCATION 610 5 Av		DELIVERY DATE REQUIRED July 1, 2010		ORG. TO BE CHARGED Nchif P...
APPROVED BY	SERIAL #	PHONE	ORG #	
SECTION/PRECINCT COMMANDER APPROVAL M. G. D. R. H. 5/12/5		THIS FORM MUST BE COMPLETED WHEN PURCHASING ALL GOODS AND SERVICES AND MUST BE APPROVED AS REQUIRED BY DP&P 1.012-8, BEFORE GOODS OR SERVICES ARE ORDERED.		

S CONTRACT NUMBER	DEPARTMENT CONTRACT NUMBER 1043952	OTHER
-------------------	---------------------------------------	-------

#	QUANTITY	DESCRIPTION Give a detailed description including catalog used, item #, size, color, etc.	UNIT PRICE	TOTAL
1	2	Dragonflyer X6 Unmanned Aerial System, with Emergency Services/Military Configuration package ***This price is only good with purchase of 2 or more.***	\$41,276.50	0.00
2				0.00
3				0.00
4				0.00
5				0.00
6				0.00
7				0.00
8				0.00

Note: To calculate the sub-totals and the final total, right click the cursor over the "total" shaded box. Left click on "Update Field" and the amount should be calculated.

TOTAL \$82,553.00

Important: Grant expenditures must be approved by the grant manager and computer purchases must be approved by ITS.

FOR FISCAL USE ONLY					
#1	ACCT 760581	FUND	ORG P1109	PROJ P51743	APPROVAL AP Dee
#2	ACCT	FUND	ORG	PROJ	APPROVAL MGR DK
#3	ACCT	FUND	ORG	PROJ	APPROVAL DIR
NOTES, COMMENTS, OTHER ACTIONS CC: DV					
TO BE ORDERED BY:		FISCAL <input type="checkbox"/>	QM <input type="checkbox"/>	UNIT <input type="checkbox"/>	PO#





2108 St. George Avenue  
Saskatoon, Saskatchewan  
S7M 0K7 Canada  
Toll Free: 1-800-979-9794 Int: 1-306-955-9907  
Fax: 1-306-955-9906 email: info@draganfly.com

## Quote

CUST. ID	QUOTE NO.	DATE	QUOTE ID
48283	2186	17-May-2019	

### SOLD TO

Karen Haverkate  
Seattle Police - Homeland Security Section  
610 5th Ave  
P.O. Box 34986  
Seattle WA 98124  
United States

### SHIP TO

Karen Haverkate  
Seattle Police - Homeland Security Section  
610 5th Ave  
P.O. Box 34986  
Seattle WA 98124  
United States

### Comments

The Emergency Services / Military Configuration Includes:

- \* One Draganflyer X6 Helicopter
- \* One Handheld Controller, with video receiver
- \* On-board stabilization software
- \* Charging system with dual chargers, cables & case
- \* Two helicopter batteries
- \* Tool Case with helicopter maintenance tools
- \* Transport Case
- \* Log Book
- \* User's Manual
- \* 1 Day of Training at Draganfly Innovations for up to 2 people (limitations & conditions apply)
- \* See Terms & Conditions of Sale
- \* Plus: GPS Position Hold
- \* Base Station complete with Radio & PC software, 2.4 Ghz Digital Control & Communications Link, Embedded Draganfly™ Pro 5.8Ghz Quad Diversity Wireless Video Receiver, Video Glasses.
- \* HD Video Camera including Anti-vibration mount and 5.8Ghz Video Transmitter. Features 1080p HD video, records to SDHC memory card. View finder video is transmitted wirelessly for real-time viewing.
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All prices quoted are in US Dollars.

Quotation valid for thirty (30) days.

All sales subject to Draganfly Innovations Inc. "Terms and Conditions of Sale".



2108 St. George Avenue  
Saskatoon, Saskatchewan  
S7M 0K7 Canada  
Toll Free: 1-800-979-9794 Int: 1-306-955-9907  
Fax: 1-306-955-9906 email: info@draganfly.com

## Quote

CUST. ID	QUOTE NO.	DATE	QUOTE ID
48283	2186	17-May-2010	

SOLD TO
Karen Haverkate Seattle Police - Homeland Security Section 610 5th Ave P.O. Box 34986 Seattle WA 98124 United States

SHIP TO
Karen Haverkate Seattle Police - Homeland Security Section 610 5th Ave P.O. Box 34986 Seattle WA 98124 United States

CW-CUSTOM	Discount	1	(\$1,140.00)	(\$1,140.00)
			Subtotal	\$82,284.00
			Shipping	\$269.00
			Sales Tax	\$0.00
			Total	\$82,553.00

All prices quoted are in US Dollars.  
Quotation valid for thirty (30) days.  
All sales subject to Draganfly Innovations Inc. "Terms and Conditions of Sale".

Draganflyer Helicopter Serial Number \_\_\_\_\_ Flight Plan

Date	Location		Flight Plan Number
Estimated Take-Off Time	Estimated Land Time	Magnetic Declination	Nature of Flight
Pilot	Spotter	Student	Camera Type
Support Personnel			
Restrictions or Special Instructions			

DRAGANFLY INNOVATIONS INC. 2108 St. George Ave., Saskatoon, SK, CAN. S7M 0K7  
 info@draganfly.com www.draganfly.com Toll Free 1-800-979-9794 Int: 1-306-955-9907

## Log Book

## Battery

DRAGANFLY INNOVATIONS INC. 2108 St. George Ave., Saskatoon, SK, CAN. S7M 0K7  
info@draganfly.com www.draganfly.com Toll Free 1-800-979-9794 Int: 1-306-955-9907



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## FEMA Preparedness Grants and Authorized Equipment List

[Prev \[03OE-07-ROBT\]](#) | [\[03OE-07-UPGD\] Next](#)

[FEMA Preparedness Grants Authorized Equipment List](#)

Pr

CBRNE Operational and Search and Rescue Equipment >> Operational Equipment >> Robots and Remotely Operated Vehicles >> Vehicles, Remotely Piloted

[General](#) | [Grant Allowability](#) | [Previous Numbering](#)

FEMA is now using the core capabilities of PPD-8. An AEL update will be available in the near future.

AEL Number: 03OE-07-RPVS

AEL Title: Vehicles, Remotely Piloted

### Description

Remotely piloted vehicles to support various mission areas such as explosive device remediation, hazardous materials operations, tactical law enforcement operations, search & rescue, and surveillance/detection. Examples include unmanned aerial vehicles (fixed or rotary-wing), submersible vehicles, and remotely-controlled ground vehicles.



*This item is part of the AEL.*

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Reference herein to any specific commercial products, processes, or services by trade name, trademark, manufacturer, or otherwise endorsement, recommendation, or favoring by the United States Government. Neither the United States Government nor any of its a including but not limited to the warranties of merchantability and fitness for a particular purpose for any specific commercial pro  
 RKB Version 4.3.2 (July 2012) Copyright © 2003-2012 DHS FEMA [Security & Privacy Disclaimer](#) [Respond](#)

**Purpose:** The Washington State Equipment Subcommittee for the Committee on Homeland Security reviews Equipment Approval Requests (EARs) to ensure equipment items are allowable per the Responder Knowledge Database (RKB) Authorized Equipment List (AEL) and conforms to statewide standards for interoperability for equipment purchased with federal homeland security grant funds. The RKB is a clearinghouse of equipment and grant related information.

**Current standards** include P25 for responder radios, MSA Millennium for PPE / SCBA and specific models of HazMat suits.

Contact the Equipment Program Manager at EMD regarding this template and equipment approval process.

## Equipment Approval

Federal Fiscal Year 2008

Urban Area Security Initiative - UASI

Jurisdiction: Seattle

EMD Contract Number	Input #	009-139	EHP Submission N/A, Type A, B or C	N/A	EAR Approval Date:	7/12/2010
Subgrantee Contract Number (if applicable)	Input #		Date of FEMA / DHS EHP Approval	06/09/08	EAR Request Date: date sent EMD	7/6/2010

Item No.	AEL Equipment Category	AEL Number	EHP Review Required	Item & Description Provide Hyperlink to Item if Unusual	Estimated Qty	Estimated Cost	Discipline Receiving Equipment	Related Project (per EMD Contract)
1	CBRNE Operational and Search and Rescue Equipment	03OE-07-RPV5	No	Draganflyer X6 Unmanned Aerial System, with Emergency Services/Military Configuration Package. <a href="http://www.draganfly.com/uav-helicopter/dragonflyer-x6/">http://www.draganfly.com/uav-helicopter/dragonflyer-x6/</a>	2	\$82,284.00	LE	Rapid Deployment Force
1A	Other Authorized Equipment	21GN-00-TRNG	No	Training for Draganflyer users to include attending a local flight school as well as have FAA Class 3 physicals. 5/11/2011: I added the training line to the approval since this is a federal requirement for users using the UAV.pl	1	\$2,668.00	LE	Rapid Deployment Force
2	CBRNE Incident Response Vehicles	12TR-00-MOVR	No	F550 Supercrow Cab Chassis, for Region Decon Trailer Prime Movers	8	\$238,636.00	FS	Prime Movers for Regional Decon Trailers
3	Other Authorized Equipment	21GN-00-SHIP	-	Shipping costs for equipment purchased with grant funding.	-	\$269.00	---	---
4	Other Authorized Equipment	21GN-00-STAX	-	Sales tax on equipment purchased with grant funding.	-	\$30,758.73	---	---
Jurisdiction Total:						\$354,511.73		

Notes regarding the need for the equipment / its context to homeland security grants: The prime movers will be allocated to Seattle Fire (2), Tacoma Fire (1), Bellevue Fire (1), Snohomish Co. Fire Dist 1 (1), and Tukwila Fire (1). The utility bodies for each vehicle was vetted through an earlier CHS Equipment subcommittee. A representative of the Rapid Deployment Force will be on hand to answer any questions regarding the UAV.

For Equipment tagged on the AEL needing an EHP review, please complete the following for each line item that is flagged:  
[substitute your jurisdiction's name here]s due diligence review for natural or human impacts on the environment related to the AEL flagged EHP equipment had determined no impact. This equipment will be used in the following manner: [enter description]

## Washington State HSGP Project Report Form FFY08

Please complete this form for each proposed project. Region contracts will be developed using the information supplied in this form. Requests for reimbursement under subsequent contract(s) must be tied to a project linked directly to the contract.

- Once included in and funded under a contract, use this completed form to submit Bi-Annual Progress Reports using the "rolling report format" following this first form page. Detail challenges, successes and status of each project, adding to the project history every six months through completion.
- This form may also be used to submit information to the Grant Reporting Tool as required by the FEMA/DHS Grant Guidance.
- Regional Leads must submit Project Report Forms for projects for each of the counties within their Region.

<b>Jurisdiction:</b>	<b>City of Seattle</b>		
<b>Contact Info: Donnie Lowe</b>	Phone: 206 615 0043	Email: donnie.lowe@seattle.gov	
<b>Funding Source (check all that apply):</b>	<input type="checkbox"/> CCP <input type="checkbox"/> MMRS <input type="checkbox"/> SHSP <input checked="" type="checkbox"/> UASI		
<b>Project Title:</b>	<b>Rapid Deployment Response</b>		
<b>National Target Capability:</b>	Strengthen Regional CBRNE Detection, Response, & Decontamination Capabilities		
<b>UASI Strategic Goal:</b>	Goal 2		
<b>FFY08 Investment Justification Title</b>	UASI Law Enforcement Operations		
<b>Overall Project Budget:</b>	\$640,322		
<b>This Project meets the following Overarching HSGP FFY08 Priorities:</b>	IED \$	Preparedness Planning \$	Law Enforcement \$535,384
<b>Budget Categories:</b>	Planning \$9,304 Equipment \$368,551	Organization* \$ __ Exercise \$104,938	M&A \$ __ Training \$157,528
<b>Project Description:</b>	<p>The goal of the Seattle UASI Regional Rapid Deployment Force Project is to rapidly and effectively provide specially trained &amp; equipped law enforcement offices, around or within critical infrastructure and threat locations, with the necessary equipment and training to prevent, deter, interdict and respond to terrorist threats of, or attacks at our regional critical infrastructure via a regionally supported Rapid Deployment Force (RDF). The Washington State Patrol and the King County Sheriff's Office with the Seattle Police Department have agreed to initiate a collaborative RDF program for the region with the expectation that upon successful design regional law enforcement teams will be added.</p> <p>Through standardized training and equipment, the RDF provides surge capacity for law enforcement agencies, as well as the capability to provide trained law enforcement services under CBRNE conditions. The RDF has received initial funding under the Transit Security Grant program in FFY06 (received in FFY07). The Transit Grant provided specific funding for Transit-Bus related incidents and the RDF requires additional funding to cover other specialized training and equipment to ensure an all hazards approach to law enforcement to include:</p> <ul style="list-style-type: none"> <li>Disaster rescue support, EMS Transport support, access control, high visibility patrols, law enforcement interdiction capabilities, and light rescue (Katrina)</li> </ul>		



## Washington State HSGP Project Report Form FFY08

	<ul style="list-style-type: none"> <li>• Assisting with security at sites of potential or realized terrorist attacks (Oklahoma City, NY)</li> <li>• Assisting with recovery after a terrorist incident ((Oklahoma City, NY)</li> <li>• Performing safe freight operations; NY/NJ Operations)</li> <li>• Performing counter-surveillance at identified critical infrastructure locations (numerous venues)</li> <li>• Providing buffer zone protection for Critical Infrastructure. (NY/NJ, Seattle UASI Area)</li> </ul>
<b>Project Impact Statement:</b>	<p>The modular structure of the RDF allows for a quick, capable response to both small and large-scale incidents and/or individual jurisdictional requests. Each RDF team supports the law enforcement needs within its' own jurisdiction and in cases of large-scale incidents or requests, an RDF team(s) may be mobilized to support other jurisdictions via mutual aid without depleting critical resources within their own agency.</p> <p>The Washington State Patrol (WSP), King County Sheriff Office (KCSO), Seattle Police Department (SPD) and King County Sheriff and Chiefs of Police Association all support the implementation of the RDF. WSP, KCSO and SPD are cooperating in the training and deployment of their respective RDF teams.</p>
<b>Project Time Frame</b> (phased, contingent, ongoing, one year, two year, or three years):	Ongoing
<b>Project Subgrantees &amp; Funding Amounts:</b>	N/A

# Washington State HSGP Project Report Form FFY08

## Rolling Progress – Project Report Form

### Instructions:

Please address the following items in the designated reporting period box below.

- Explain significant successes or challenges to date;
- Explain significant challenges that can be foreseen for the future;
- Explain issues expected to prevent completion of projects by the contract end date;
- Explain deviations from established project plan milestones & funding sources and their impacts.

Project Reporting Period 1 Due 1/15/2009 September 2008 – January 2009 Progress to Date	N/A
Actual Funds Expended:	\$0.00
Project Reporting Period 2 Due 7/15/2009 January 2009 – July 2009 Progress to Date	To date, no progress has been made on this project. The planning phase to identify equipment and training needs should be underway during the next reporting period.
Actual Funds Expended:	\$0.00
Project Reporting Period 3 Due 1/15/2010 July 2009 – January 2010 Progress to Date	Project funds have been used to cover OT for SPD personnel to participate in RDF Metro Transit Training Tunnel training. Additional equipment for the RDF teams was also purchased.
Actual Funds Expended:	\$34,743
Project Reporting Period 4 Due 7/15/2010 January 2010 – July 2010 Progress to Date	A portion of the projects funds provided SFD personnel OT to attend Structural Collapse training, All-Hazards Leadership Course, and goods & services related to the Structural Collapse training. During the reporting period CBA/RCA CBRNE rated canisters for PAPR were purchased for members of the RDF.
Actual Funds Expended:	\$224,134
Project Reporting Period 5 Due 1/15/2011 July 2010 – January 2011 Progress to Date	During this report period, the RDF focus was mainly directed towards the introduction of an unmanned aerial vehicle (UAV) as a resource to the RDF concept. In addition, SPD personnel working with the UAV's attended flight and equipment training.
Actual Funds Expended:	\$269,444
Project Reporting Period 6 Due 7/15/2011 January 2011 – June 2011	Regional LE personnel attended RDF Field Force Command and Planning Course (MGT-300), RDF Training conducted by King Count DOT, and RDF Civil Disturbance Training. Equipment enhancements include the purchase of Mobile Personnel Support Trailer and in support of previously purchased UAVs, flight physicals and helicopter ground school.
Actual Funds Expended:	\$418,291
Project Reporting Period 7	SPD hosted regional LE personnel to attend a training course entitled

## Washington State HSGP Project Report Form FFY08

Due 1/15/2012 July 2011 – December 2011	"Tactical Science". The training provided valuable insight into how and why LE and civilian personnel react during various situations. In addition, various regional LE RDF members attended "Civil Disturbance Training" to understand the use tactics during a mass gathering/mob event. The remaining funds were used to continue building out the regional RDF teams to insure they can meet federally required typing standards. This phase of the RDF project is complete.
Actual Funds Expended:	\$640,322



Rob McKenna

## ATTORNEY GENERAL OF WASHINGTON

1125 Washington Street SE • PO Box 40100 • Olympia WA 98504-0100

May 22, 2012

Mr. Randy Willis  
Acting Air Traffic Manager  
Unmanned Aircraft Systems Office  
Federal Aviation Administration  
490 L 'Enfant Plaza, Suite 3200  
Washington, DC 20024

**RE: Seattle (Washington) Police Department's Application for Operation of Unmanned Aircraft**

Dear Mr. Willis:

I previously submitted a letter at the request of the Seattle Police Department (SPD) regarding an application they have pending with the Federal Aviation Administration (FAA) to operate certain classes of Unmanned Aircraft within their jurisdiction. Since that time, I have spoken with Karen Petronis of your agency and I am now aware that an additional matter needed to be addressed in my letter to process the SPD's application. As I noted in my first letter, and in order for the FAA to process this application, you require a letter from the Washington State Attorney General's Office confirming, essentially, that the SPD is a unit of government in this state. This is my purpose in writing you again today.

Washington State, through the Washington State Constitution, provides for the incorporation of municipalities. See *Washington State Constitution, Art. XI, § 10, Amendment 40B*. The City of Seattle is recognized as a First Class City by the State of Washington. This means that it has a population of ten thousand or more inhabitants, and has elected to adopt its own city charter governing the structure of city government. *Id.* "The form of the organization and the manner and mode in which cities of the first class shall exercise the powers, functions and duties conferred upon them by law, with respect to their own government, shall be as provided in the charters thereof." RCW 35.22.020.

In the City of Seattle's Charter, the (Seattle) Police Department is the recognized law enforcement body of the municipal government. See *Seattle City Charter, Art. VI, §§ 1-6*. Therefore, under 49 USC 40102(a)(41)(C), the City of Seattle is a political subdivision of the State of Washington and the requested UAS operations by the Seattle Police Department will be public aircraft operations in accordance with that statute. Operational flights performed by the

ATTORNEY GENERAL OF WASHINGTON

Randy Willis  
May 22, 2012  
Page 2

Seattle Police Department will be non-commercial in nature and conducted in accordance with 49 USC 40125.

Sincerely,

A handwritten signature in cursive script that reads "Brian T. Moran".

BRIAN T. MORAN  
Chief Deputy Attorney General

BTM:kw

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

# CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Seattle Police Department

610 5th Avenue

P.O. Box 34986

Seattle, Washington 98124-4986

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Operation of the Draganflyer X6 Unmanned Aircraft System (UAS) in Class G Airspace surface to 400 feet above ground level (AGL) within a one-quarter nautical mile (0.25 NM) radius of Discovery Park centered at 47-39-40.05N/122-25-40.03W, and Magnuson Park centered at 47-40-45.52N/122-15-02.57W, and a one-half nautical (0.50 NM) radius of Jackson Cove centered at 47-44-46.14N/122-51-54.81W under the jurisdiction of the Seattle Terminal Radar Approach Control Facility (TRACON) (S46). See special provisions.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate 2010-WSA-41 effective from April 15, 2011 through April 14, 2012 and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

FAA Headquarters, AJV-13

(Region)

March 31, 2011

(Date)

*Dean E. Fulmer*

Dean Fulmer

(Signature)

Acting Manager, Unmanned Aircraft Systems

(Title)

**ATTACHMENT to FAA FORM 7711-1**

**Issued To:** Seattle Police Department

**Address:** 610 5th Avenue  
P.O. Box 34986  
Seattle, WA 98124-4986

**Activity:** Operation of the Draganflyer X6 Unmanned Aircraft System (UAS) in Class G Airspace surface to 400 feet above ground level (AGL) within a one-quarter nautical mile (0.25 NM) radius of Discovery Park centered at 47-39-40.05N/122-25-40.03W, and Magnuson Park centered at 47-40-45.52N/122-15-02.57W, and within a one-half nautical mile (0.50 NM) radius of Jackson Cove centered at 47-44-46.14N/122-51-54.81W under the jurisdiction of the Seattle Terminal Radar Approach Control Facility (TRACON).

**Purpose:** To prescribe UAS operating requirements (outside of restricted and/or warning area airspace) in the National Airspace System (NAS) for the purpose of training and/or operational flights.

**Dates of Use:** This Certificate of Authorization (COA) 2010-WSA-41 is valid from April 15, 2011 through April 14, 2012. Should a renewal become necessary, the proponent shall advise the Federal Aviation Administration (FAA), in writing, no later than 60 days prior to the requested effective date.

**General Provisions:**

- The review of this activity is based on our current understanding of UAS operations, and the impact of such operations in the NAS, and therefore should not be considered a precedent for future operations. As changes occur in the UAS industry, or in our understanding of it, there may be changes to the limitations and conditions for similar operations.
- All personnel connected with the UAS operation must comply with the contents of this authorization and its provisions.
- This COA will be reviewed and amended as necessary to conform to changing UAS policy and guidance.

**Safety Provisions:**

Unmanned Aircraft (UA) have no on-board pilot to perform see-and-avoid responsibilities, and therefore, when operating outside of restricted areas, special provisions must be made to ensure an equivalent level of safety exists for operations had a pilot been on board. In accordance with 14 CFR Part 91, General Operating and Flight Rules, Subpart J-Waivers, 91.903, Policy and Procedures, the following provisions provide acceptable mitigation of 14 CFR Part 91.111/113 and must be complied with:



- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may either be ground based or in a chase plane. If the chase aircraft is operating more than 100ft above/below and or ½ nm laterally, of the UA, the chase aircraft PIC will advise the controlling ATC facility.
- In order to comply with the see and avoid requirements of Title 14 of the Code of Federal Regulations sections 91.113 and 91.111, the pilot-in-command and visual observers must be able to see the aircraft and the surrounding airspace throughout the entire flight; and be able to determine the aircraft's altitude, flight path and proximity to traffic and other hazards (terrain, weather, structures) sufficiently to exercise effective control of the aircraft to give right-of-way to other aircraft, and to prevent the aircraft from creating a collision hazard.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR 91.111, *Operating Near Other Aircraft*, and 14 CFR 91.113, *Right-of-Way Rules*. Cloud clearances and VFR visibilities for Class E airspace will be used regardless of class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.
- The dropping or spraying of aircraft stores, or carrying of hazardous materials (included ordnance) outside of active Restricted, Prohibited, or Warning Areas is prohibited unless specifically authorized in the Special Provisions of this COA.

#### **Airworthiness Certification Provisions:**

- UA must be shown to be airworthy to conduct flight operations in the NAS.
- Public Use Aircraft must contain one of the following:
  - A civil airworthiness certification from the FAA, or
  - A statement specifying that the Department of Defense Handbook "Airworthiness Certification Criteria" (MIL-HDBK-516), as amended, was used to certify the aircraft or
  - Equivalent method of certification.

#### **Pilot / Observer Provisions:**

- **Pilot Qualifications:** UA pilots interacting with Air Traffic Control (ATC) shall have sufficient expertise to perform that task readily. Pilots must have an understanding of and comply with Federal Aviation Regulations and Military Regulations applicable to the airspace where the UA will operate. Pilots must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA pilots.
- **Aircraft and Operations Requirements:**
  - Flight Below 18,000 Feet Mean Sea Level (MSL).

- UA operations below 18,000 feet MSL in any airspace generally accessible to aircraft flying in accordance with visual flight rules (VFR) require visual observers, either airborne or ground-based. Use of ATC radar alone does not constitute sufficient collision risk mitigation in airspace where uncooperative airborne operations may be conducted.
- Flights At or Above 18,000 Feet Mean Sea Level (MSL)
  - When operating on an instrument ATC clearance, the UA pilot-in-command must ensure the following:
    1. An ATC clearance has been filed, obtained and followed.
    2. Positional information shall be provided in reference to established NAS fixes, NAVAIDS, and waypoints. Use of Latitude/Longitude is not authorized.
- **Observer Qualifications:** Observers must have been provided with sufficient training to communicate clearly to the pilot any turning instructions required to stay clear of conflicting traffic. Observers will receive training on rules and responsibilities described in 14 CFR 91.111, *Operating Near Other Aircraft*, 14 CFR 91.113, *Right-of-Way Rules*, cloud clearance, in-flight visibility, and the pilot controller glossary including standard ATC phraseology and communication. Observers must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA observers.
- **Pilot-in-Command (PIC) –**
  - **Visual Flight Rules (VFR) as applicable:**
    - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
    - The PIC operating a UA in line of sight must pass at a minimum the required knowledge test for a private pilot certificate, or military equivalent, as stated in 14 CFR 61.105, and must keep their aeronautical knowledge up to date.
    - There is no intent to suggest that there is any requirement for the UAS PIC to be qualified as a crewmember of a manned aircraft.
    - Pilots flying a UA on other than instrument flight plans beyond line of sight of the PIC must possess a minimum of a current private pilot certificate, or military equivalent in the category and class, as stated in 14 CFR 61.105.
  - **Instrument Flight Rules (IFR) as applicable:**
    - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
    - The PIC must be a certified pilot (minimum of private pilot) of manned aircraft (FAA or military equivalent) in category and class of aircraft flown.
    - The PIC must also have a current/appropriate instrument rating (manned aircraft, FAA or military equivalent) for the category and class of aircraft flown.

- **Pilot Proficiency – VFR/IFR as applicable:**

- Pilots will not act as a VFR/ IFR PIC unless they have had three qualified proficiency events within the preceding 90 days.
  - The term "qualified proficiency event" is a UAS-specific term necessary due to the diversity of UAS types and control systems.
  - A qualified proficiency event is an event requiring the pilot to exercise the training and skills unique to the UAS in which proficiency is maintained.
- Pilots will not act as an IFR PIC unless they have had six instrument qualifying events in the preceding six calendar months (an event that requires the PIC to exercise instrument flight skills unique to the UAS).

- **PIC Responsibilities:**

- Pilots are responsible for a thorough preflight inspection of the UAS. Flight operations will not be undertaken unless the UAS is airworthy. The airworthiness provisions of 14 CFR 91.7, Civil Aircraft Airworthiness, or the military equivalent, apply.
- One PIC must be designated at all times and is responsible for the safety of the UA and persons and property along the UA flight path.
- The UAS pilot will be held accountable for controlling their aircraft to the same standards as the pilot of a manned aircraft. The provisions of 14 CFR 91.13, *Careless and Reckless Operation*, apply to UAS pilots.

- **Pilot/Observer Task Limitations:**

- Pilots and observers must not perform crew duties for more than one UA at a time.
- Chase aircraft pilots must not concurrently perform either observer or UA pilot duties along with chase pilot duties.
- Pilots are not allowed to perform concurrent duties both as pilot and observer.
- Observers are not allowed to perform concurrent duties both as pilot and observer.

**Standard Provisions:** These provisions are applicable to all operations unless indicated otherwise in the Special Provisions section.

- The UA PIC will maintain direct two-way communications with ATC and have the ability to maneuver the UA per their instructions, unless specified otherwise in the Special Provisions section. The PIC shall comply with all ATC instructions and/or clearances.
- If equipped, the UA shall operate with an operational mode 3/A transponder, with altitude encoding, or mode S transponder (preferred) set to an ATC assigned squawk.
- If equipped, the UA shall operate with position/navigation lights on at all times during flight.
- The UA PIC shall not accept any ATC clearance requiring the use of visual separation or sequencing.

- VFR cloud clearances and visibilities for Class E airspace will be used regardless of class of airspace the UAS is operating in, except when operating in Class A airspace where 14 CFR Part 91.155 will apply.
- Special VFR is not authorized.
- Operations (including lost link procedures) shall not be conducted over populated areas, heavily trafficked roads, or an open-air assembly of people.
- Operations outside of restricted areas, warning areas, prohibited areas (designated for aviation use) and/or Class A airspace may only be conducted during daylight hours, unless authorized in the Special Provisions section.
- Operations shall not loiter on Victor airways, Jet Routes, Q Routes, IR Routes, or VR Routes. When necessary, transit of airways and routes shall be conducted as expeditiously as possible.
- Operations conducted under VFR rules shall operate at appropriate VFR altitudes for direction of flight (14 CFR 91.159).
- The UA PIC or chase plane PIC (whichever is applicable) will notify ATC of any in flight emergency or aircraft accident as soon as practical.
- All operators that use GPS as a sole source, must check all NOTAM's and Receiver Autonomous Integrity Monitoring (RAIM). Flight into GPS test area or degraded RAIM is prohibited without specific approval in the special provisions.
- At no time will TCAS be used in any mode while operating an unmanned aircraft.
- Only one UA will be flown in the operating area unless indicated otherwise in the Special Provisions.
- A copy of this COA will be maintained on site by the PIC or designated representative.
- The Seattle Police Department and/or its representatives, is responsible at all times for collision avoidance with non-participating aircraft and the safety of persons or property on the surface with respect to the UAS.

#### Special Provisions:

1. In the event of a lost link, the UAS pilot will immediately notify Seattle TRACON (S46) at (206) 214-4657 state pilot intentions, and comply with the following provisions:
  - In the event of lost link and the Pilot in Command (PIC) loses communication and subsequent control of the aircraft, the aircraft autopilot will enter a fail-safe mode within one second of the condition being detected and "Auto land", with the aircraft placing itself in a stationary hover and begin a slow decent to landing within the perimeter.
  - If lost link occurs within a restricted or warning area, or the lost link procedure above takes the UA into the restricted or warning area – the aircraft will not exit the restricted or warning areas until the link is re-established.
  - The UA lost link mission will not transit or orbit over populated areas.

- When outside of restricted/warning area airspace, lost link programmed procedures will avoid unexpected turn-around and/or altitude changes and will provide sufficient time to communicate and coordinate with ATC.
  - Lost link orbit points shall not coincide with the centerline of Victor airways.
2. The Seattle Police Department has made its own determination on the airworthiness and safety of the Draganflyer X6 UAS. The Draganflyer X6 must be operated in strict compliance with all manufactures' specifications and recommendations as well as provisions and conditions contained in the most recent Airworthiness Certification Statement dated June 25, 2010, including its reference to MIL-HDBK-516 B. Any changes or revisions to the current Airworthiness Certification Statement will be provided to Unmanned Aircraft Program Office (AFS-407) for review.
  3. It is the responsibility of the proponent to cordon off and control access to the takeoff and landing zones and the emergency recovery/landing areas to include the route of flight between them for the duration of flight operations.
  4. Flight operations conducted at Discovery Park must maintain a standoff distance of at least one quarter mile (0.25) nautical mile from the radar facility located to the east of the operating area.
  5. The PIC shall not engage in any activity not directly related to flying the aircraft.
  6. The PIC must conduct a pre-takeoff briefing which includes a briefing on the contents of the COA, the maximum altitudes to be flown, initial heading, frequencies to be used, lost link procedures, the parameters for the use of a ditch point, a risk analysis for the flight being flown, emergency procedures, communications with the SEA TRACON, CTAF frequencies to be monitored for training operations at Discovery Park and Magnuson Park, and a briefing on the expected duration of flight and battery power remaining including reserve for the UA.
  7. Sterile cockpit procedures must be observed during all phases of flight.
  8. The PIC is responsible for, and must take the appropriate actions to ensure that the Draganflyer X6 UA remains within the defined training area.
  9. A frequency integrity check must be conducted prior to the launch of the Draganflyer X6 UAS.
  10. All crewmembers including the PIC and visual observers must receive training from a qualified instructor who has, at all times, operational control of the UA.
  11. The use of cell phones or other telephonic communication is restricted to the operational control of the UA, and any required communications with ATC.



12. Daisy chaining Visual Observers is prohibited.
13. The holder of this COA, or delegated representative, is responsible for halting or canceling activity in the confinement area if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this waiver.
14. The Seattle TRACON may terminate or delay the provisions of this COA at any time it deems a sufficient level of safety for operations is not met.
15. The Seattle Police Department will contact Seattle TRACON at the telephone numbers listed above, 30 minutes prior to commencing flight operations providing the NOTAM number and a request for the non-transponder authorization for operations within the Seattle-Tacoma Airport (SEA) CFR 91 Appendix D (Mode C Veil). Additionally, the Proponent will notify the Seattle TRACON upon the conclusion of operations.
16. Operation within the CFR 91 Appendix D airspace is approved without a transponder, based on the Independent flight termination feature on this Draganflyer X6.
17. The proponent will comply with AIM paragraph 4-1-9 c. 2. Recommended Traffic Advisory Practices by monitoring/communicating on the appropriate CTAF for the Seaplane Bases (Seattle (0W0), Kenmore (W55), and Kenmore INC (S60)) during all operations.
18. Special provisions 1, 14, 15, 16, and 17 will be used in lieu of maintaining direct two-way Communications with ATC (Standard Provisions, bullet one).

**NOTAM:** A distance (D) Notice to Airmen shall be issued when UA operations are being conducted. This requirement may be accomplished through your local base operations or NOTAM issuing authority. You may also complete this requirement by contacting Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 48 hours prior to the operation and provide:

- Name and Address of pilot filing NOTAM request
- Location, Altitude or the operating Area
- Time and nature of the activity

**NOTE FOR PROPONENTS FILING THEIR NOTAM WITH DoD ONLY:** This requirement to file with the AFSS is in addition to any local procedures/requirements for filing through DINS. The FAA Unmanned Aircraft Systems Office is working with the AFSS, and to eliminate the requirement to file a NOTAM with both the AFSS and DINS in the near future.

**Incident / Accident and Normal Reporting Provisions:** The following information is required to document routine and unusual occurrences associated with UAS activities in the NAS.

- The proponent for the COA shall provide the following information to Donald.E.Grampp@faa.gov on a monthly basis:
  - Number of flights conducted under this COA.
  - Pilot duty time per flight.
  - Unusual equipment malfunctions (hardware/software).
  - Deviations from ATC instructions.
  - Operational/coordination issues.
  - All periods of loss of link (telemetry, command and/or control)
- The following shall be submitted via email, COA online or phone (202-385-4542, cell 443-569-1732) to Donald.E.Grampp@faa.gov **within 24 hours and prior to any additional flight under this COA:**
  - All accidents or incidents involving UAS activities, including lost link.
  - Deviations from any provision contained in the COA.

This COA does not, in itself, waive any Federal Aviation Regulation (FAR) nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the Seattle Police Department to resolve the matter. This COA does not authorize flight within Special Use Airspace without approval from the Using Agency. The Seattle Police Department is hereby authorized to operate the Draganflyer X6 Unmanned Aircraft System UAS in the operations area depicted in "Activity" above and attachment 1 below.



## Attachment 1





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March 27, 2012

N12.38.1

## **Opportunity for Advancement #12-2012 & 13-2012**

*Please see attached City Wide opportunity for advancement.*

Lynnette DeShaw  
Human Resources Section  
Employee Development / Class Comp  
4-5458

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N12.38.2

## **Unmanned Aerial System Operators/Observers Needed**

The Seattle Police Department Special Operations Bureau is compiling a list of interested sworn volunteers to fill the positions of an Unmanned Aerial System (UAS) Operator (Pilot in Command) and/or Observer. We are preparing for the future expansion of our current UAS program. Persons interested should be able to respond within their precinct of assignment or region wide, in the event of a large incident.

The Seattle Police Department currently has a Certificate of Authorization (COA) to conduct limited training and evaluation flights within the City of Seattle and a small rotary wing aircraft. The expectation is that the FAA will significantly increase the area where we can operate in 2012. Because of that, we are preparing to train and certify additional personnel to operate our current UAS as well as future systems.

Sworn personnel who have previous flying or RC experience are encouraged to apply. However, It is not a requirement to have a pilot's license or previous experience as a pilot (rotorcraft or fixed wing). The Department will pay for all required training and examinations for selected personnel.

The FAA requires any operation of a UAS to have a minimum of an Operator and an Observer. The Operator is the final authority during the UAS mission and carries the responsibilities of all aspects of flight. All UAV operations are flown under visual flight rules and require that the Operator and Observer must maintain visual contact of the aircraft at all times. UAS operations will be conducted with safety as the top priority and follow all pertinent FAA regulations.

General qualifications:

- Outstanding attendance record
- Recommendation from chain of command



- Be approved by your chain for a minimum of 8hrs. monthly training
- Ability to follow strict guidelines and procedures

Minimum qualifications for UAS Observers:

- Pass an FAA Class II medical examination (requirements attached)
- Pass the internal SPD UAS Observer training and qualification program

Minimum qualifications for UAS Operators:

- Pass an FAA Class II medical examination (requirements attached)
- Attend an FAA approved rotorcraft private pilot ground school
- Pass the FAA rotorcraft private pilot examination
- Pass the internal SPD UAS operator training and qualification program

Interested applicants should submit a memo of through their chain of command. The memo must contain a statement that you have read the minimum requirements for obtaining an FAA Class II physical and to the best of your knowledge at the time of your application that you meet these minimum requirements. Please direct memos and any questions to Officer Reuben Omelanchuk or Lieutenant Greg Sackman in the Homeland Security and Metro Special Response Section.

FAA Class II Airman Medical Requirements include some of the following requirements:

- Eyesight (corrected or uncorrected): 20/20 for distant vision, 20/40 near vision, perceive colors, normal fields of vision
- Ear, Nose, Throat: a hearing test, equilibrium standards
- Neurological: No epilepsy, loss of consciousness or nerves, or seizures
- Cardiovascular: No myocardial infarction, angina pectoris, coronary heart disease, cardiac valve replacement, heart replacement
- General Medical Condition: general good health

For more information regarding the FAA Medical Certificate, please visit the following links:

[Medical Certification Frequently Asked Questions](#)

[Electronic Code of Federal Regulations](#)

Lieutenant Greg Sackman  
Arson/Bomb/CBRNE Unit



N12.38.3



## NATIONAL BLACK POLICE ASSOCIATION

*WESTERN REGION*

Spring 2012

Semi-Annual  
Education and Training Conference

The Black Law Enforcement Association of Washington (B.L.E.A.W.) will be hosting the National Black Police Association-Western Region Semi-Annual Education and Training Conference. This conference is open to all criminal justice employees (sworn and non-sworn).

Conference Theme:

*"Weathering the Storm, Standing Firm in the Face of Adversity"*

When: April 25-29, 2012

Where: Embassy Suites (3225 158<sup>th</sup> Ave. Bellevue, WA)

Registration/Tuition Fee: \$250 (before April 18, 2012) / \$300 (on site)

\*\*\*Seattle Police Relief Association members are eligible for tuition reimbursement of up to \$200 per year.\*\*\*

\*\*\*Seattle Police Dept. has set aside additional training funds to offset a portion of the registration fees.\*\*\*



See attachments for registration and SPRA reimbursement forms.

Contact Sgt. Bryan Clenna ([bryan.clenna@seattle.gov](mailto:bryan.clenna@seattle.gov)) or Ofc. Will Witt ([william.witt@seattle.gov](mailto:william.witt@seattle.gov)) for additional information.

Mickey Bannister-Mingo  
Finance & Administrative Services

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N12.38.4

## In Memoriam

**Clayton E. Bean #1518**, retired Seattle Police Assistant Chief passed away on March 15, 2012. He was 85 years of age upon passing.

Upon graduation from Queen Anne High, he joined the US Navy. After discharge in 1947 he married Joan. Seven years later Clay joined the Department on January 4, 1954 as a Provisional Patrolman. Two weeks later he was hired as a Regular. Clay was musically inclined so he also joined the Department's band, playing the sax and clarinet. He worked West Central Patrol with his partner Neil Moloney (who went on to be an Assistant Chief with the department and later Chief of Police at the Port of Seattle PD and Chief of the Washington State Patrol.) The two worked together and studied together for years. Clay was promoted to Sergeant after only seven years on the force. This was extremely quick for those times. He was assigned to the Seattle Center Detail in preparation for the 1962 World's Fair. This was a new command that he had to organize to handle crowd control, dignitary security and ensuring the peace during a nineteen hour operation, 24/7. Several million visitors attended the Fair, one of the last to actually make a profit for the host city. When the fair ended, Clay stayed at the Seattle Center which was still very busy with all the sporting events, cultural entertainment and the new phenomenon of rock concerts. He left the Center in 1966. Bob DeForesst was Clay's replacement. He returned to Police Headquarters in the Planning and Research Unit for a year before making Lieutenant. Then Clay was assigned to Communications. At this time the Department had a small radio room on the fourth floor which was scientifically equipped with a short, revolving clothes line between the phone operators and the radio dispatchers to attach the call information ticket to ensure accurate incident dispatching. Clay oversaw the moving of Communications to the second floor with more dispatching consoles, call takers, digital records keeping, and a Command Center. This 911 facility



served the Department well over the next thirty years during UOs, including the 1999 WTO Battle in Seattle.

In late 1970 Clay transferred to the State Academy at Providence Heights as the Director of Training to work for his old friend Neil Moloney. The Academy then moved to the SPD Range and was housed in portable classrooms, and the trailer offices that are still there today. While at the Academy he was promoted to Captain on April 28, 1971. Two and a half years later he was promoted to Major and assigned to the Metro Division. In two more years he was made Assistant Chief, in charge of Special Operations, then Administrative Services. As the Fitzsimons era began, Clay retired with 25 years and 3 months of service on March 31, 1979.

Joan, Clay's wife of 61 years, preceded him in death. He is survived by his three daughters, Marsha L. Crockett, Andrea L. Christman, Patricia L. Ostrander; seven grandchildren and three great-grandchildren.

Memorial service will be held at Evergreen-Washelli Funeral Home in Seattle, Friday April 13, 2012 at 12:00pm. In lieu of flowers, memorials may be made to Providence Hospice.

Dan Oliver  
Executive Secretary  
Seattle Pension Office

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N12.38.5

## Help for Homeowners and buyers

All City of Seattle employees are eligible for big savings through the Hometown Home Loan Program from HomeStreet Bank. Created in partnership with the Seattle Police and Fire departments in 1994, it offers significantly reduced loan and escrow fees and free homeownership education – whether you're purchasing or refinancing.

- Take advantage of historically low rates
- The **Home Affordable Refinance Program (HARP)** can help underwater homeowners refinance and lower their payments!
- Homebuyers can triple their savings with the Home Advantage Program

For more information, contact HomeStreet's Affinity Lending Center at 206-628-0207 or visit [www.homestreet.com/CityofSeattle](http://www.homestreet.com/CityofSeattle). All Affinity Loan Officers are noncommissioned and here to help you. HomeStreet Bank is an equal housing lender.



If your department would like to schedule a one-hour seminar on homebuying, refinancing, or improving credit, please contact Leigh Bezezekoff at HomeStreet Bank at [hthl@homestreet.com](mailto:hthl@homestreet.com).

Mickey Bannister-Mingo  
Finance & Administrative Services

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N12.38.6

## Special Les Miz Presale

**PRESALE ONLY for**  
City of Seattle Employees, Seattle Housing Authority, Library, Health Department -  
King County, temporary employees, volunteers, retired city employees, family and  
friends!



Direct Connect Partner  
City of Seattle





We invite you and your co-workers to join us for *Les Misérables*!

Visit the link below to purchase tickets using a special pre-sale offer beginning at 8:00 PM tonight.

<http://www.5thavenue.org/promo/?CASTLE>

Please contact me with any questions!

See you at The Theatre,

**Jeff Carpenter | Junior Marketing Associate – Communications**  
The 5th Avenue Theatre | 1308 5th Avenue | Suite 735 | Seattle, WA 98101  
Direct Line: 206-971-7909 | [jcarpenter@5thavenue.org](mailto:jcarpenter@5thavenue.org)

### About *Les Misérables*

Last August, box office records were shattered when over 50,000 people experienced *Les Misérables*. Now, back by popular demand, *Les Miz* returns to The 5th Avenue Theatre for 2 weeks only, from June 27- July 7, 2012.

Mickey Bannister-Mingo  
Finance & Administrative Services

## **Project: UAS**

### **Project Goals:**

#### **1) Selection of Trainers**

- A) Determine who are going to be trainers
- B) Trainer candidates will then submit to a class 2 FAA Physical
- C) Upon passing physical, candidates will complete on-line Private Pilot Ground Training Course
- D) After completion of course, candidates will then be required to pass the FAA Basic knowledge test for private pilots.
- E) Trainers will then be sent to complete one day training with the airframe manufacturer
- F) Trainers will also function as observers (FAA COA requirement)

#### **2) Operations**

- A) Determine conditions of operations/ Safety requirements
- B) Identifying mission types and uses for the airframe.
- C) Determine a maintenance schedule for the airframe and appropriate documentation of any maintenance performed (FAA requirement).
- D) Informing the FAA in regards to crash involving the airframe

#### **3) Pilot Selection**

- A) All possible pilots must fulfill trainer pre-requisites
- B) Candidates will then be assigned a trainer
- C) Candidates will have to demonstrate competence with the airframe and all electronic systems used in flight.
- D) Once passing all requirements Candidates will be allowed to operate the airframe in a mission capacity.
- E) Trainers will certify all candidates that fulfill all requirements

4) Operator currency

- A) Maintain on-going training with the airframe and associated systems
- B) Operator must have min 20 hrs of flight time a year, in order to continue operating the airframe. (FAA requirement)
- C) Maintain operator flight logs (FAA COA requirement)
- D) Class 2 physical must be completed yearly for every operator.
- E) Pilots must be re-certified by trainers yearly

5) Agency Competence

- A) Keep logs of all flights of the airframe and observations of flight
- B) Enforce flight rules and conditions of operation
- C) Demonstrate the airframe can be safely operated
- D) Complete FAA review of performance
- E) Obtain regular use COA after one year

# **SPD COA**

## **(Flight Operations Procedures)**

### **Executive Summary:**

The objective of our program is to create a higher standard of safety for members of our community by utilizing the Draganflyer X6 Unmanned Aerial Vehicle in support of numerous Law Enforcement related functions which could include but are not limited to:

- 1) Crash site related to interstate transport of hazardous materials
- 2) Crash site related to railroad transport of hazardous materials
- 3) Search & Rescue operations
- 4) Tactical support of Law Enforcement operations

### **Operational Summary:**

Operation of the Draganflyer X6 will be utilized in "Class G" airspace at or below 400 feet AGL. The aircraft will be used for flight training, operational testing and payload testing.

The operation will launch, remain within, and recover from City of Seattle controlled and owned property. Duration of each flight will be approximately 15 minutes, will not exceed a ceiling of 400 feet AGL, and the same location will be used throughout the year long COA for training purposes. The city property mentioned above provides an ideal controlled atmosphere for training. The training ground contains hilly terrain, non-occupied vehicles, and buildings. The COA approved area will aid in training without risk to people, property or wildlife.

### **Airworthiness Certification Statement:**

#### **Public Aircraft:**

The Draganflyer X6 aircraft is a public use aircraft which is flown, owned and operated by the Seattle Police Department, located in the City of Seattle, WA.

The City acknowledges and accepts all responsibility for insuring airworthiness of the aircraft.

The Seattle Police Department has determined the Draganflyer X6, UAS, is airworthy, when used in accordance with the manufacturer's recommendations. The Department of Defense Handbook was also utilized in reviewing the airworthiness of the Draganflyer X6.

Methodology for determination of crafts airworthiness:

Airworthiness was based upon referencing of the MIL-HDBK-516 B. Criteria applicable was reviewed and related to the small unmanned rotary aircraft. In reviewing, the handbook and 14CFR Part 27; a set of criteria applicable to the Draganflyer X6 was developed.

The above mentioned criterion was used to review the airworthiness of the Draganflyer X6.

#### **Pilot/ Observer Provisions:**

**Pilot Qualifications:** UA pilots will have an understanding of and comply with Federal Aviation Regulations and Military Regulations applicable to the airspace where the UAS will operate. Pilots must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14CFR 67, Medical Standards and Certification. 14CFR 91.17, alcohol or drugs, applies to UA pilots. UA Pilots will have completed a recognized private pilot ground school course and have passed FAA Private Pilots basic knowledge test.

**Observer Qualifications:** Observers will have meet all pilot qualifications, with the exemption of the Private Pilot Ground School requirement.

#### **Emergency Procedures:**

In the event of an emergency, the emergency situation will be broadcast by the Observer to presiding Ground Personnel. The broadcast will indicate the nature

of the emergency, any immediate action plans/directives and /or request for resources.

All personnel involved with the mission will have a form(s) of communication which can quickly gain access to emergency and medical related services; should they be needed which are but not limited to VHS radio, cell phone etc.

As all flight operations will be conducted by Seattle Police Department staff members the full resources of the Office are available in response to any given emergency that may arise.

Of greatest importance is ground personnel and civilian safety. It is the responsibility of the Ground Personnel to protect any civilian/civilians that may come in contact with the aircraft, civilian property and themselves.

In the event of an emergency landing in a safe zone, whether the X6 is flown there by direct flight input from the PIC or is operating in its auto land mode, the Observer will communicate the situation to the ground crew and point out any hazards to the PIC. The Observer will always collocate, within speaking distance, with the PIC mitigating the possibility for loss communications between PIC and Observer.

The Draganflyer X6 constantly monitors Link signal strength with the control unit. Within a second detecting lost Link by the Draganflyer X6 the aircraft will enter a fail-safe condition and "auto land". The aircraft will place itself in a stationary hover and begin a slow descent. Through feedback via on-board inertia sensors, when the aircraft touches down and lands, the aircraft motors/rotors are powered off.

Should the auto land feature fail the observer will contact Grand Junction tower and inform them of the situation. Last known altitude, heading and airspeed will be provided. The event will be broadcasted via dispatch and the Draganflyer X6 will be tracked from the ground via an emergency vehicle. Any changes in heading will be relayed to Grand Junction Tower to determine possible conflict with any local traffic. Greatest possible flight time for the X6 is 18 minutes and maximum gross takeoff weight is 530z.

The nature of the emergency will be clearly communicated to Incident Command. A detailed report of the incident, to include photos, will be completed as soon as reasonably possible and forwarded to the Incident Supervisor for review and dissemination to necessary parties.

### **Launch and Recovery**

The Draganflyer X6 Helicopter is intended to be operated from 0'AGL to no greater than 400'AGL. The procedure for a typical Launch and Recovery is described below:

#### **Aircraft Launch:**

1. Physically inspect aircraft to insure air worthiness.
2. Select an open area clear of immediate obstacles
3. Clear the area of any unnecessary/unauthorized personnel
4. Pilot in Command (PIC) and Observer scan the area and sky to confirm take-off conditions are clear.
5. DX6 Transmitter's antenna is checked to be secure and transmitter is powered on.
6. DX6 aircraft is placed on the ground and powered on.
7. DX6 Transmitter is "logically" locked and joined to aircraft, accepting the aircraft serial number and locking communications.
8. DX6 Transmitter clearly displays aircraft telemetry. PIC confirms battery voltages, signal strength and quality of GPS.
9. PIC performs RF range check
10. PIC clearly announces the "arming" of the aircraft meaning - the motor control circuits are enabled.
11. Observer and PIC once again recheck the immediate area and sky
12. If clear for take-off, the PIC clearly announces "Take-off" and engages motors
13. PIC brings aircraft into a stable hover at approximately 6' out of ground effect and checks all flight control, scans battery voltages and data-link signal strength.
14. PIC and Observer fly the mission

During flight, both the observer and PIC scan the sky and note any aircraft, aerial obstacles or weather that could cause a safety hazard. PIC constantly



scans telemetry data from the aircraft monitoring battery voltages, RF signal quality, altitude, attitude and GPS data.

#### **Aircraft Recovery:**

Because we're talking about a Vertical Take-off and Landing (VTOL) the landing/recovery is typically taken place at the same location as take-off.

1. The PIC and observer clear the area of any unnecessary people
2. PIC and observer discuss the approach and scan the area
3. PIC clearly announces "landing"
4. Aircraft altitude is reduces as the aircraft reduces speed and approaches landing area.
5. Aircraft transitions into hover over target landing spot and aircraft lands
6. Motors are turned off
7. DX6 Helicopter is powered off
8. DX6 Transmitter is powered off
9. DX6 power pack is removed from aircraft

At this point the aircraft is either put away completing the mission or a new battery pack is installed. The same procedure is followed for take-off and continuation of the mission at hand.

#### **Lost Link Procedures:**

The Draganflyer X6 Helicopter has been designed to deal with various fail-safe scenarios such as a lost data link or loss of communications. As pointed out in this section its one thing to have an aircraft that can deal with this issue and it is also very important to have complimentary crew procedures.

Before going into the fail safe procedures, first a few words about the aircraft transmitter/controller.

The aircraft transmitter is specifically designed for the X6 aircraft and features a direct sunlight viewable touch screen display. In addition to the visual display the transmitter provides audio tones and alerts to direct the pilots attention to the screen and/or alert condition.

Illustrated below is the basic screen that provides indications and status on the

essential health of the overall system. From left to right on the display the system indicates transmitter battery health, aircraft battery health, data link quality, GPS satellites and quality of GPS.

#### **Aircraft Fail Safe procedures:**

Before take-off the Pilot in Command (PIC) and observer look over the immediate area or use Google Earth imagery to determine designated "safe zones" for an emergency landing. These areas are agreed upon and other ground crew members involved with the mission are briefed on the location and circumstances for which they will be used.

#### **Aircraft lost data link procedures:**

The DX6 was created to allow the PIC and flight crew to proactively manage the threat of Lost Link situations by steadily providing the operator and crew situational data that allows the PIC the option to terminate a mission long before Link is lost. The DX6 on-board autopilot computer is constantly monitoring the received signal strength and quality of data being exchanged with the PIC Transmitter illustrated above. If the signal degrades during flight a proportional visual bar graph that changes color illustrates the signal quality. A good signal is green; as the signal gets weaker the bar graph proportionally gets smaller and starts to turn yellow. As the signal quality gets worse it turns red and indicates an alarm condition. In addition to the visual indications the transmitter will also provide an audio alert drawing attention to the display. By scanning the instrument panel and noting the signal strength indication, the DX6 transmitter provides sufficient data to enable the PIC to detect a communications link problem early enough to avoid a failsafe condition.

Based on the situation the PIC will either set the aircraft down in a designated safe zone or start flying the aircraft home before Link is effectively lost.

In the event of an emergency landing in a safe zone, the Observer will communicate the situation to the ground crew and point out any hazards to the PIC. The Observer will always collocate, within speaking distance, with the PIC mitigating the possibility for loss communications between PIC and Observer.

As the PIC the exact reason for a data problem is not known. It could be caused by some kind of interference or signal strength situation so quite often just a change in altitude or bringing the aircraft back towards to PIC will clear the problem.

Once the aircraft data link improves, the PIC needs to determine if the aircraft is being jammed in a given area, just a poor signal in the area or if there is a technical problem. Based on this information the PIC will determine whether the mission will continue or be aborted.

Assuming the problem doesn't improve or the PIC notes the signal strength dipping more frequently or signal deteriorating even more though not entirely lost, the PIC will land the aircraft in a safe zone and the Observer will communicate the situation to the ground crew and point out any hazards to the PIC.

If the data link fails the PIC will lose communications and subsequent control of the aircraft. If this happens the aircraft autopilot will enter a fail-safe within one second of the condition being detected and "auto land". The aircraft will place itself in a stationary hover and begin a slow descent. Through feedback via on-board inertia sensors, when the aircraft touches down and lands, the aircraft motors/rotors are powered off.

At this point the aircraft is recovered and powered off by ground crew or the flight crew and the mission is aborted.

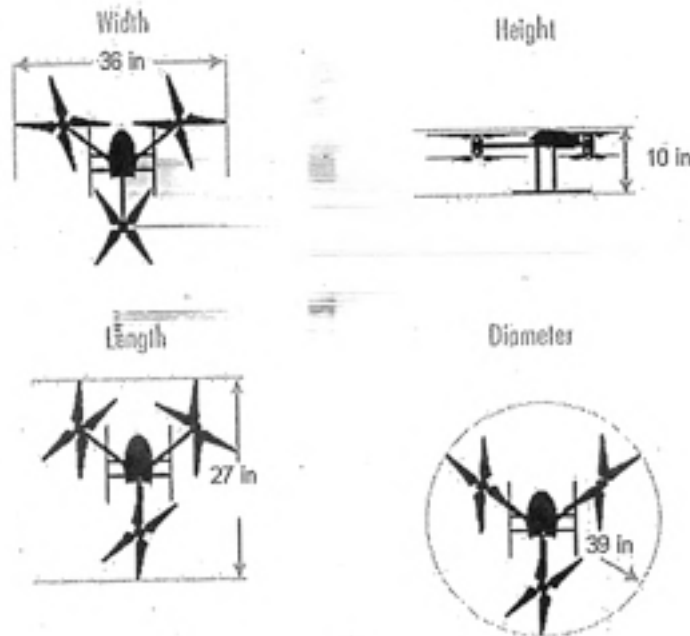
### **Draganflyer X6 Helicopter Description/Technical Specifications**

The Draganflyer X6 is a remotely operated, unmanned, miniature, vertical take off and land, aircraft designed to carry wireless video cameras and still cameras.

#### **Helicopter Size**

- **Dimensions**
  - Width: 91cm (36in)
  - Height: 25.4cm (10in)

- Length: 85cm (33in)
- Top Diameter: 99cm (39in)



### Weight & Payload

- Helicopter Weight: 35oz (1,000g)
- Payload Capability: 18oz (500g)
- Maximum Gross Take-Off Weight: 53oz (1,500g)

### Materials

- Carbon Fiber
- Glass Filled Injected Nylon
- Aluminum & Stainless Steel Fasteners
- RoHS Compliant

### Landing Gear

- Installed Height: 18cm (7in)
- Stance Width: 30cm (12in)
- Skid Length: 30cm (12in)
- Landing Gear Material: Molded Carbon Fiber

### Rotor Blades

- Three Counter-Rotating Pairs (Six Rotors Total)

- Rotor Blade Material: Molded Carbon Fiber
- Upper Rotor Diameter: 40cm (16in)
- Lower Rotor Diameter: 38cm (15in)
- Upper Rotor Weight: 12g (0.42oz)
- Lower Rotor Weight: 11g (0.38oz)

### **Position Navigation Lights**

- Type: 1 Watt LED Variable Brightness Emitters
- Luminous Flux at Full Brightness: 40lm
- Purpose: Helicopter Orientation Confirmation
- Visible Condition Range: Full Darkness to Direct Sunlight
- Standard Aircraft Colors
  - Red: Left
  - Green: Right
  - White: Tail/Rear

### **Electric Motors**

- Brushless Motors: 6
- Configuration: Direct Drive (One Motor per Rotor)
- Safety Features: Stall Protection
- Ball Bearing: 2 per Motor
- Rotor Mounting Points: Integrated
- Nominal Current Draw Per Motor: 1.04 Amps
- Nominal Power / Motor: 15.4 Watts
- Nominal Total Helicopter Motor Power: 92.4 Watts
- Peak Total Helicopter Motor Power: 450 Watts
- Motor Speed at Hover: 2000 RPM
- Voltage: 14.8V nominal
- Weight: 1.34oz (38g)

### **Operating Requirements**

- Operating Temperature: 14° to 104°F (-10° to 40°C)
- Relative Humidity: 0% to 90% Noncondensing
- Maximum Wind speed: 18mph (30km/h)

### **Flight Characteristics:**

- Climb Rate: 23ft/s (7m/s)
- Descent Rate: 13ft/s (4m/s)
- Turn Rate: 90°/second
- Cruise Speed: 6mph (10km/h)
- Maximum Speed: 30mph (50km/h)
- Minimum Speed: 0mph (0km/h)
- Launch Type: VTOL (Vertical Take Off and Landing)

- Maximum Altitude ASL: 8,000ft (2438m)
- Maximum Flight Time: 25 minutes

## 11 Onboard Sensors

- 3 Solid State MEMS (Micro-Electro-Mechanical Systems) Gyros
- 3 Solid State MEMS (Micro-Electro-Mechanical Systems) Accelerometers
- 3 Magnetometers (Magneto resistive Sensors)
- 1 Barometric Pressure Sensor
- 1 GPS Receiver
  - GPS Battery Backup: 75mAh Lithium Polymer

GPS

- GPS Used For: Position Hold, Location & Velocity Data
- Maximum Satellites Tracked Simultaneously: 16
- Position Update Rate: 4 Hz
- GPS Antenna: Ceramic Patch
- Battery Backup: Lithium Polymer

### Black Box Data Recorder

- Flight Data Recording: On-Board
- Stored To: Removable 1Gb microSD Memory Card
- Data Recorded: Onboard Sensor Flight Data (Link quality, Orientation, Altitude, Speed, Direction)

## RF Communications

[illegible]



#### Rechargeable Helicopter Battery

- Cell Chemistry: Lithium Polymer
- Voltage: 14.8V nominal
- Capacity: 2600mAh
- Cell Configuration 4s2p (4-series 2-parallel)
- Connectors: Integrated Balance and Power
- Recharge Time: 30 minutes (after typical flight)
- Length: 7.5cm (2.9in)
- Width: 6.7cm (2.6in)
- Height: 2.7cm (1.0in)
- Weight: 228g (8.0oz)

#### Camera Attachments

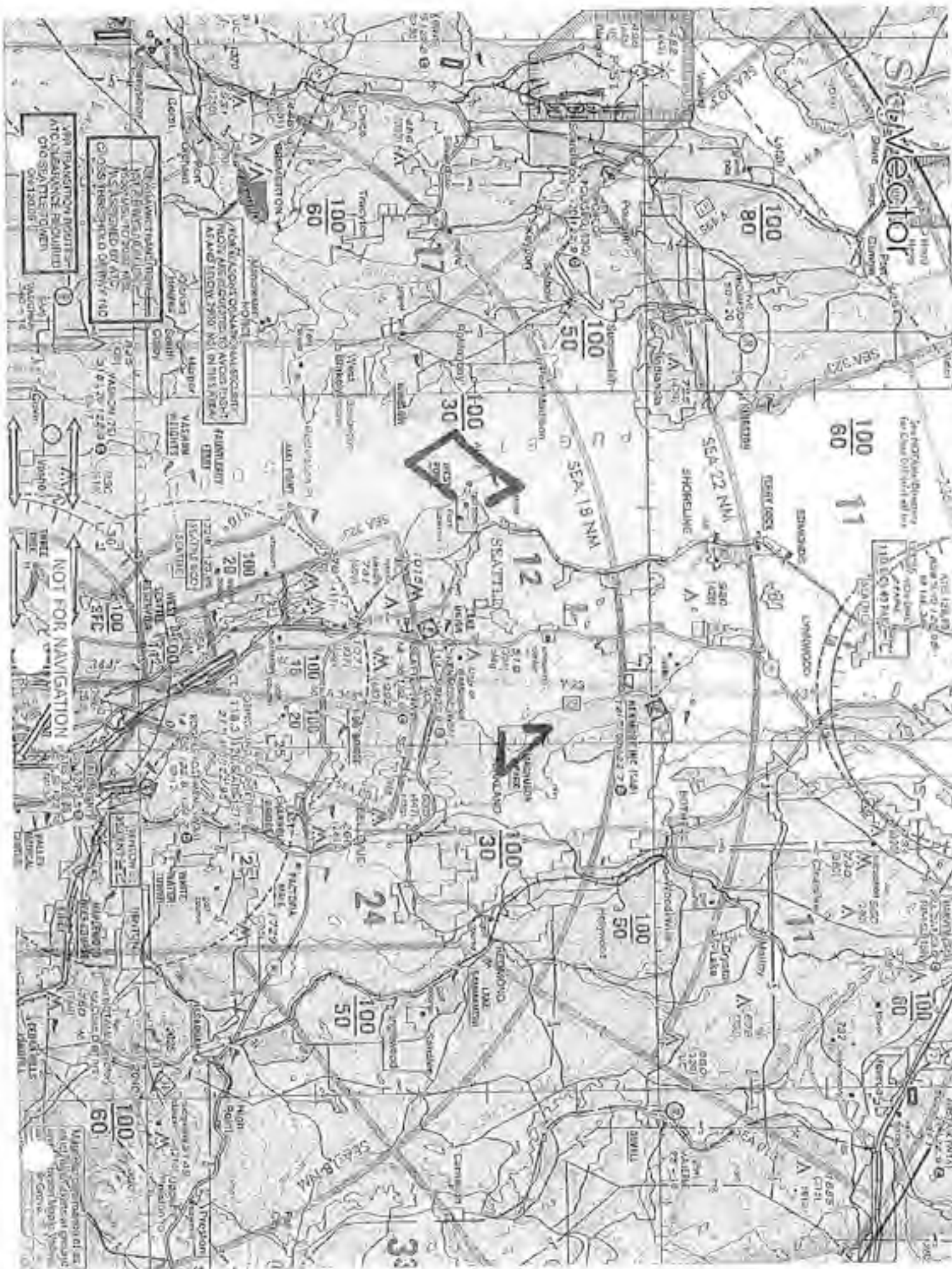
- 10MP (Mega-Pixel) Digital Still Camera with Remote Controlled Tilt, Zoom & Shutter
- 1080p HD (High Definition) Video Camera with Remote Controlled Tilt
- Thermal FLIR (Forward Looking Infra-Red) Camera with Remote Controlled Tilt
- Low Light (0.001lux) Dusk/Dawn Black & White Video Camera with Remote Controlled Tilt

#### **Training Airspace:**

Airspace that will be used are as follows: Discovery Park (West Point), Magnuson Park.

The Airspace is outline in an attached Air Chart.







# Seattle Police Department

## **DIRECTIVE**

**August 15, 2012**

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### **Directive 12-032 and DP&P 6.255 Rescinded**

Directive 12-032 and DP&P 6.255 – Use of Unmanned Aerial Systems (UAS) have been rescinded, by the order of A/C McDonagh.

Questions about this directive may be directed to Detective Brendan Kolding, Professional Standards Section, at (206) 684-5751 or [Brendan.Kolding@Seattle.gov](mailto:Brendan.Kolding@Seattle.gov).

The online manual has been updated to reflect these changes.



# Seattle Police Department

## Policies & Procedures

### *Search and Seizure*

## **6.255 – Use of Unmanned Aerial Systems (UAS)**

Effective Date:

7/18/2012

### **6.255-POL**

This policy applies to the use of unmanned aerial systems (UAS) by the Seattle Police Department.

#### **1. Use of UAS Limited to Specific Circumstances**

UAS will only be deployed in response to specific requests to deploy as listed below. UAS will not be used to provide random surveillance.

- UAS will only be used to gain an aerial perspective consistent with the open view doctrine.
- UAS may only be used to provide investigative support in the following circumstances:
  - Criminal investigations
  - Missing persons
  - Barricaded subjects
  - Hot pursuit of suspects
  - Hazardous materials spills
  - Natural disasters
  - Mutual aid for public safety missions
  - Specific situations with the direct authorization of the Assistant Chief of the Homeland Security Bureau

#### **2. Homeland Security has Operational Control**

#### **3. Homeland Security Supervisor Screens Deployment**

A field supervisor will screen all requests to use UAS and a Homeland Security supervisor will screen all deployments. {See 6.255 –PRO – 1 (UAS Call-Out)}

- Deployment will be made consistent with the current Seattle Police Department Unmanned Aerial System Operations Manual.

#### **4. Only Trained Officers will Operate UAS**

Training will be administered by the Homeland Security Section.

**5. UAS use will be Documented via Flight Logs**

Homeland Security Section will be responsible for storing the UAS flight logs and training records.

6.255 – PRO-1 (UAS Call-Out)

Action taken by:

Action:

**Officer:**

1. **Recognizes** the need for UAS deployment
2. **Contacts** a supervisor
- 2a. **Explains** why a UAS is needed

**Supervisor:**

3. **Determines** if the situation meets the criteria for UAS deployment
- 3a. If it does, **advises** communications to contact a UAS supervisor.

**Communications:**

4. **Contacts** a UAS supervisor
- 4a. **Explains** the situation

